ATLANTIC FISHERMAN

SEPTEMBRE, 1943

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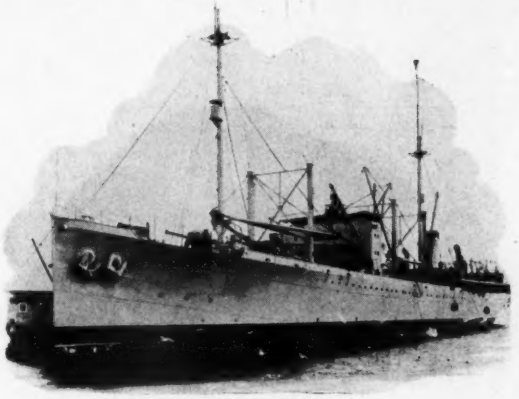

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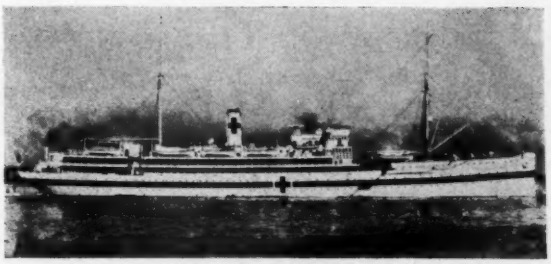

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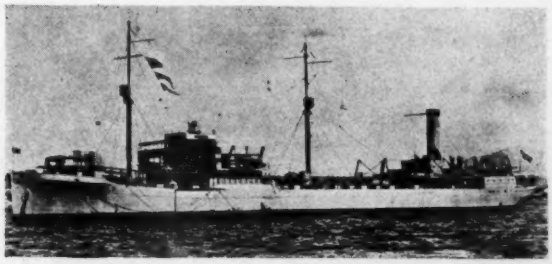

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★ ★ ★

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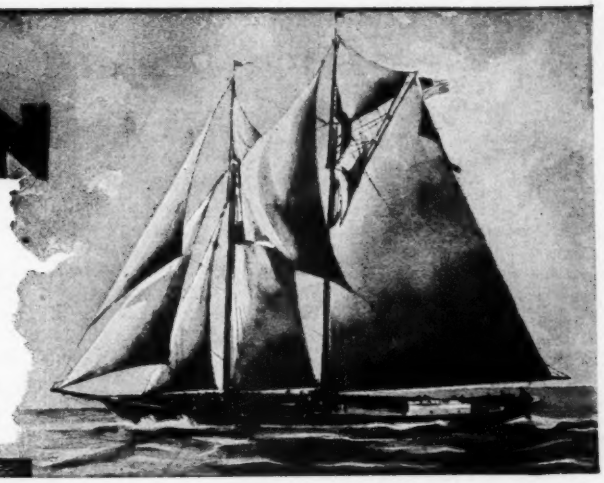


VOL. XXIV SEPTEMBER 1943 NO. 8

Continued Production Requires Manpower

AS a result of the substantial boat building program now in progress, the fishing industry should have a growing productive capacity with which to meet the greatly increased need for fish and shellfish products.

While many of the new vessels will not be completed until after the end of this year, some of them are already landing fish. These catches should augment the estimated 1943 production of 3¾ billion pounds, which was based on equipment available earlier in the year, and which compares with actual needs estimated at 6 to 7 billion pounds.

However, in order to fully utilize the available floating equipment in the fisheries, there must be sufficient manpower to operate the boats as well as to provide adequate shore facilities to handle not only increased landings, but the present catch.

About 125,000 men are normally engaged in catching the Nation's fish. Thus far the crews on fishing boats have been maintained comparatively well in general. This has been possible because the Government requisitioning of vessels created a temporary surplus of men who were able to replace losses among the balance of the fleet. Also because of good earnings, particularly on larger vessels, and because of fishermen's inborn inclination to seafaring life, there has been less than average shifting to war industry employment. Thirdly, experienced fishermen, Captains, mates, cooks and engineers have been designated as essential workers, entitling them to consideration for draft deferment.

In order that our present fleet, as well as the newly added units, are properly manned, it is imperative that all those now engaged in fishing remain at their jobs. While many sections have received reasonable consideration from Selective Service officials, there are some localities in which the essentiality of fish producing has not been fully appreciated. As a result, some boats have been forced into idleness, with a consequent loss in food production.

That food is known to be of paramount importance in the prosecution of the war is demonstrated by the fact that agricultural workers who produce the required war units of essential farm products are placed in a special classification and are given indefinite exemption from military service.

As farmers of the sea, fishermen should receive similar consideration, especially in view of the fact that in most instances their per capita production tonnage is far greater than that of land farmers. Should they not be able to be given the equivalent of a farmer's status, fishermen should at least be included in the list of critical occupations.

It is well apparent that a serious shortage of shore plant labor already exists in the fisheries. This situation is particularly severe in areas where there are shipyards and war plants whose high wages have attracted fish handlers and packers in large numbers. For example, one packing plant lost a third of its normal complement of employees in a three-week period.

Such a big turnover in workers has greatly impeded production, since even when replacements are available, a training period is necessary for most jobs. Certain positions, such as those of fish filleters and oyster shuckers require great skill and dexterity, which many people can never acquire.

In order to maintain a sufficient working force, plant owners should be given extended deferment, consideration which will cover all positions requiring special skill, strength and supervisory experience. The employment of women and older men has, of course, alleviated the situation somewhat, but unless these people can be retained through job freezing or higher wage incentives, with corresponding fish price adjustments, the industry will continue to be handicapped. For jobs that these people are not able to perform, draft-age employees must receive every consideration for deferment.

During the summer months, children have helped fill many gaps in fish plant employment, but their return to school will seriously reduce fishery plant output. In one instance, the workers in a filleting and freezing plant have been all women and school-age youths with the exception of two old men.

As the seasonal demand for farm labor slacks off with the approach of winter, potential employees will be available for the fisheries. Arrangements should be made whereby such workers can retain deferment status upon transfer to employment in the fisheries.

Because of limited manpower to operate shore plants, boats in some sections have already found it necessary to curtail fishing operations. In a few instances boats have been tied up because their owners realized they could not find plants able to process and pack the catches. At best, most every plant is operating at the maximum output of its available manpower.

The Government wants more fish production and we are building new boats to increase the catch. We have the plant capacity to handle a bigger catch, but in order to fully utilize the available capacity, we must have sufficient labor. Therefore it is essential that the industry be protected against further inroads on its working force, and, in fact, be provided with additional employees.

With shore plants already overtaxed with the catch of the existing fleet because of limited labor, this bottleneck in the industry will assume alarming proportions when several hundred new vessels start landing catches. This problem demands the immediate attention of the manpower agencies of the Government who must cooperate with the industry to the utmost in its effort to fulfill the fishery product requirements of the country.

Preservation and Care of Fish Nets

By Frank E. Firth and Carl B. Carlson

WARTIME dislocations have seriously decreased the supply of webbing available for fish nets. If fishermen are to continue maximum efficiency of operation, it is now imperative that they use every means available to extend the life of their nets.

Aside from normal losses, all fishing gear must eventually be replaced because of chafing, oxidation, and bacterial action. Continuing investigations by the U. S. Fish and Wildlife Service indicate that by properly treating nets, these causes of deterioration can be materially reduced. The suggestions in this article are intended to re-acquaint fishermen with some of the easier and more practical methods of preservation which are not unduly time-consuming.

The three general types of preservatives in common use are coal tar, copper containing compounds, and tanbark extracts which may be used singly or in combination. Coal tar is used primarily for "heavy nets"—pound, trap, trawl; and seines—where abrasion is an important factor. "Light nets"—gill and trammel nets, and light seines—are of soft texture, and require a non-hardening preservative.

Tar Treatment

Application of coal tar offers a simple and effective means of preserving heavy nets. "Fisheries Specifications Coal Tar", a vertical retort tar, sometimes called seine tar, is recommended for best results. This product may be obtained through most supply stores. If for any reason it is necessary or desirable to thin the tar, water-gas-tar oil with a vicosity of less than 2.00 at 40° C. (Engler) is recommended. Kerosene may also be used for this purpose, but is less desirable.

The tar should be heated in a water jacket or steam-coil-heated tank. If the tarring must be done in direct-fired receptacles, such as iron kettles or cut-off oil barrels, the tar should be continuously stirred to prevent local overheating and charring of the webbing. The temperature of the tar should be between 150° F. and 180° F. This temperature range is adequate to give good penetration, and will not burn or char the webbing. Common practice has been to test temperature by touch, but this is very unreliable.

Nets should be thoroughly dry before the tar treatment is applied. The steam pipes should be checked for leaks; since any escaping steam will form a film of water on the surface of the tar, which will wet the net and cause inadequate penetration wherever this water absorption occurs.

Three-minute immersion should insure adequate penetration. Many fishermen consider it good practice to run the freshly-tarred netting through a wringer to remove the excess tar, then immerse the tarred net in fresh water for at least 12 hours to leach out water-soluble products considered harmful to netting. The netting should be hung in a shaded place with free air circulation, because direct sunlight in the drying process is harmful.

Various modifications of the coal-tar treatment for netting have been developed, and several good commercial products are available through fishery supply-houses. Experiments by the Fish and Wildlife Service indicate that a mixture of copper oleate, benzene, and coal tar, which can be readily prepared by fishermen, is an excellent treatment to reduce fouling. The proportions are 4½ gallons of benzene and 5½ gallons of coal tar for each 15 pounds of copper oleate. The copper oleate should contain at least 6 to 7 percent copper, and be dissolved in the benzene before being added to the coal tar. A mixture of this type has the advantage of giving satisfactory penetration without heating and, because of its highly inflammable properties, should be kept away from flame.

Treatment with this mixture results in a lighter and more flexible net, and greatly reduced drying time. The preservative action will be improved if the nets are stored in the shade or under shelter, because sunlight causes the copper oleate to lose its effectiveness. Periodic application of the mixture is recommended.

Excellent results have been obtained in experiments with chrome-tanned netting subjected to a final tarring treatment.

Copper Treatment

Copper treatments are generally indicated when a light, soft, pliable twine is desirable. Copper oleate is widely used for preserving light nets, but it is not a permanent preservative. Because it is slightly soluble in water, the compound gradually leaches out of the net; thus the treatment must be re-applied periodically.

The copper oleate should have a copper content of at least 6 or 7 percent and from 1 to 5 pounds of the paste may be used per gallon of kerosene depending upon the use of the gear. Superior penetration is obtained when the gear is immersed for several hours rather than the customary 5 to 15 minutes. Experiments indicate that the life of netting may be nearly doubled by a "refreshing" treatment, consisting of 1 or 2 pounds of copper oleate per gallon of solvent applied every 30 days for salt water use and more often for fresh water.

Nets treated with copper oleate should be stored in a well-ventilated, shady place, as direct sunlight oxidizes the preservative and renders it crumbly and useless. In addition, the twine itself is weakened as a result of this oxidation.

Copper sulphate (bluestone) exercises a marked preserving action on linen thread and gives fair results with cotton. Nets and lines periodically treated with bluestone take on a blue color indicating that there is some fixing of the copper compound. Since it has remarkable slime and dirt removing properties, however, bluestone should be regarded as a cleaning agent rather than as a preservative.

A dip of common, copper-bottom-paint has given excellent results on pound nets where barnacle and vegetable growths have proved irksome. As dried copper paint is quite brittle, any surface accumulation will disappear if the twine is subject to much bending. Copper paint has been quite successfully used as a preservative for lacing twine on seines, thus avoiding the undesirable characteristics of freshly-tarred twine.

Oxidation of textile fibers is accelerated in the presence of copper compounds, and deterioration results. Copper treatment other than with bluestone, therefore, is not recommended within 15 days prior to the end of the season.

Caring for nets at Charlevoix, Michigan. The boiler supplies steam to vat (under reels) in which nets are "cooked" and chemically treated. The nets shown are made by Ederer, and used by Henderson & Son on their boat "Lucille H."
(Photo, courtesy Michigan Department of Conservation)

Tanning Treatments

Treatment of netting with cutch or tanbark extracts is one of the oldest methods of preservation in use, and is still highly recommended where a light net is desired and color is not objectionable. Tanning is quite simple if the necessary tanks are available.

The treating solution is made by dissolving cutch extract in boiling water in the proportion of 6 pounds to 12 gallons. If cutch is not available, or tanbark is preferred, 13 pounds of oak or hemlock bark may be

(Continued on page 24)

"Priscilla V." Exemplifies Compact Design

THE trim new 62′ x 16′ 10″ x 8′ dragger *Priscilla V.*, owned by Capt. Jared Vincent, sailed for her homeport of Edgartown, Mass., on Sept. 11. She was launched by Newbert & Wallace, Thomaston, Maine, on August 19.

Designed by Albert E. Condon of Fairhaven, Mass., the vessel represents a new model which is compactly planned to provide good capacity and all operating conveniences. Her sheer is quicker than average, and her bow has a pronounced flare which gives a wide deck forward. Her stern is of the transom type, but is kept reasonably small with the lower point at the water line, thus giving an under body similar to the round stern design.

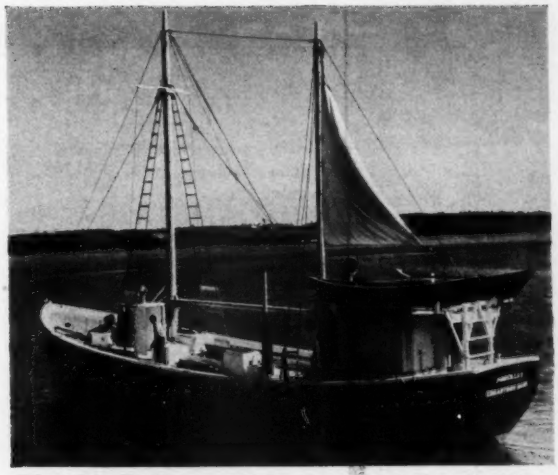
Of heavy construction, the vessel has molded sawn oak frames that are 7″ x 7½″ at the 9″ keel, tapering to 5″ x 7″ at the deck. Planking is 2″ native oak, while decking is 2″ white pine. There are five 2½″ x 5″ bilge stringers bolted through the hull. Ice sheathing, placed over tar paper, extends from the moderately raked stem to just beyond the after gallows, and from 2′ below water line to 1′ above. The rudder is balanced for faster turning.

The fish hold is divided into 12 pens, and has capacity for 45,000 pounds of iced fish. It has a 2′ 6″ x 4′ 6″ hatch over the center. Port and starboard waste troughs discharge into a pump well, which is connected to Edson No. 2½ deck pumps. The mainmast is stepped in the forward end of the hold.

The fo'c's'le contains 5 bunks, drop leaf table and Shipmate range, and is well supplied with locker space. The escape hatch has skylights and a ventilator. The dog house has port lights and is fitted with 18″ wings for weather protection. A 260-gallon steel water tank is located under the fo'c's'le floor.

The 6′ x 11′ deck house contains the Captain's quarters, which are a step below the wheelhouse. The cabin companionway is located in the after section of the house.

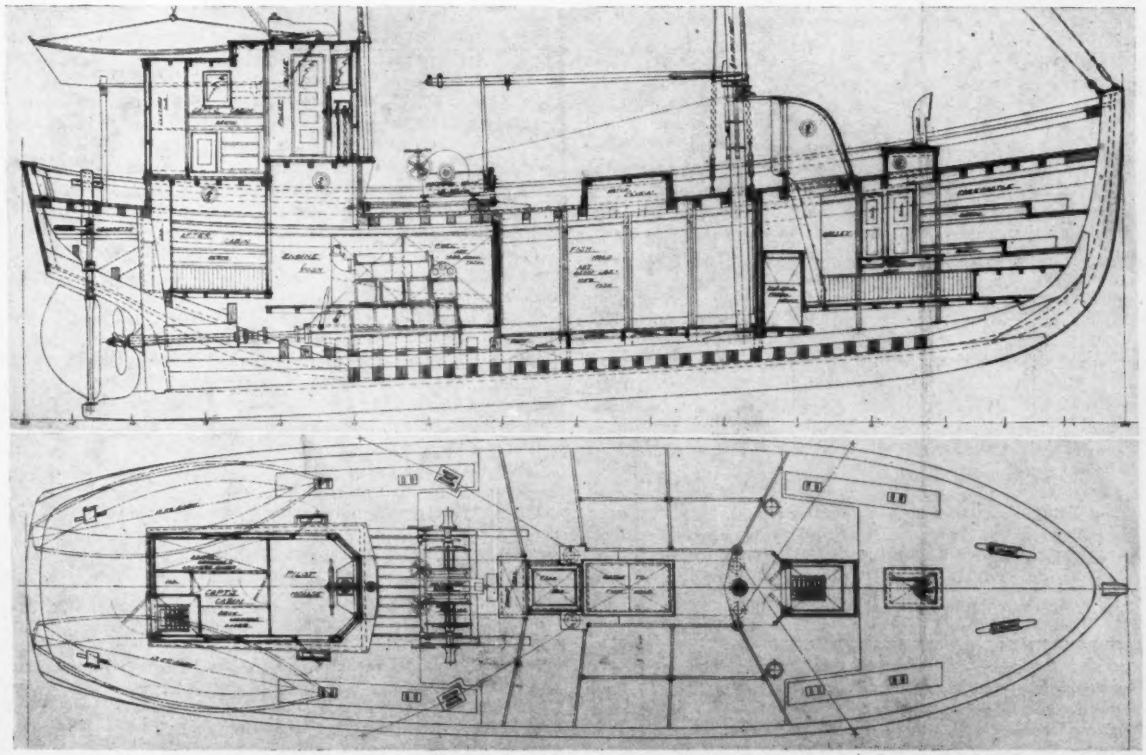
In the cabin there are commodious quarters for two men,



The "Priscilla V.", owned by Capt. Jared Vincent, Edgartown, Mass., as she left the yard of her builders, Newbert & Wallace, Thomaston, Maine.

and passageways on either side connect with the engine room, which is well lighted and ventilated by port lights on either side of the trunk and two forward. Fuel oil capacity, distributed in four tanks is 1500 gallons. Aft of the cabin there is a sizable lazarette.

Power for the *Priscilla V.* is supplied by a rebuilt 80 hp. Cooper-Bessemer Diesel, which turns a 44 x 34 Columbian wheel on a 2½″ Monel metal shaft fitted with Hathaway stern bearing and stuffing box. Batteries are 32-volt Exide. Winch, deck gear and steering gear are of Hathaway make. Pettit paints were used throughout, and the spars are varnished. Linen Thread Co. Yankee trawls and New Bedford cordage will be used.



Inboard profile and deck arrangement plans of the 62′ "Priscilla V.", designed by Albert E. Condon.

Potential Mussel Production Analyzed

By Dr. Victor L. Loosanoff

CANNED sea mussels, a product placed on the market for the first time this year by seafood packers of Maine and Massachusetts have been received so well by the public that the industry is planning a much larger pack in the coming season.

Although only 13 canneries—12 in Maine and one in Massachusetts—packed mussels during the 1942-43 season, their output was 40,000 cases, representing well over a million pounds of food.

Last season the mussel crop was harvested largely by clam diggers, lobster fishermen, and others for whom the winter season is normally a slack one.

Dr. V. L. Loosanoff, Director, Fishery Biological Laboratory, Milford, Conn.

Most of the plants that packed mussels last season are engaged in canning herring during the summer and fall. Until the new mussel fishery developed, they operated at only about 10 percent of their capacity during the winter months.

During the past year surveys of mussel resources have been conducted in the States of New York, Connecticut, Rhode Island, Massachusetts and Maine. Because of the lack of personnel these surveys are not completed. Nevertheless, the information thus far obtained is sufficient to form general conclusions in regard to the mussel resources.

Our survey of Long Island shows that it should not be regarded as a very important source of mussel supply. However, in the course of our work several large beds were encountered, each being of such dimensions that limited fishing could be considered profitable from a commercial viewpoint. One such bed was found outside the New Haven breakwater; another at Point No Point near the natural oyster bed, and the third near Penfield Reef. Unfortunately, these three beds were severely damaged by Winter storms and one of them almost completely disappeared. There were several other considerably smaller beds located in other parts of the Sound along the Connecticut shore, as well as numerous scattered mussel colonies in all bays and harbors. However, taken as a whole, the Connecticut mussel resources are not large enough to support mussel canneries. They may materially contribute to the fresh supply of shellfish sold at local markets.

Our estimates of the mussel resources do not include mussels which are found living in so--called polluted areas. In Connecticut large numbers of such mussels are found in the harbors of large cities, such as New Haven and Bridgeport, and in the Housatonic and Westport Rivers. Although mussels from such areas cannot be shipped directly to the markets, they may, nevertheless, be utilized in case of necessity by first being transplanted to clean water areas for a sufficiently long period of time.

Along the north shore of Long Island several medium-sized mussel beds are known to exist in the area confined between Throg's Neck and Flushing. However, almost all these areas are closed to fishing because of pollution and cannot be regarded as important. Large beds of good sized and good flavored mussels exist in the Oyster Bay and Cold Spring Harbor districts. Perhaps this district is at present the most important mussel producing center of Long Island.

In Northrup and Huntington Bays, mussels set along the shore but, as a rule, very few of them reach a large size. Beds of marketable sized mussels are also encountered in Peconic Bay and Gardiner's Bay but again these beds are not extensive enough to promise a large supply of mussels either for canneries or markets. In Great South Bay proper a good set of mussels occurred in the Summer of 1941. They grew very rapidly, reaching the marketable size of 2½ inches one year later. However, almost all of them died during the Summer and Fall of 1942.

According to Harold N. Gibbs, Fish and Game Administrator of Rhode Island, the mussel resources of Narragansett Bay are perhaps even less abundant than those of Long Island Sound. Very extensive mussel beds, which were known to exist there two or three years ago, were recently destroyed by starfish, or disappeared because of some other causes. The only exceptions were found in the case of a large area located south of Hog Island, and in inshore areas extending from Bristol Ferry to Common Fence Point. Mussels collected there were of an unusually large size and of excellent quality.

It is estimated that the quantity of marketable mussels now available in Massachusetts is from 250,000 to 350,000 bushels

Best Resources in Maine

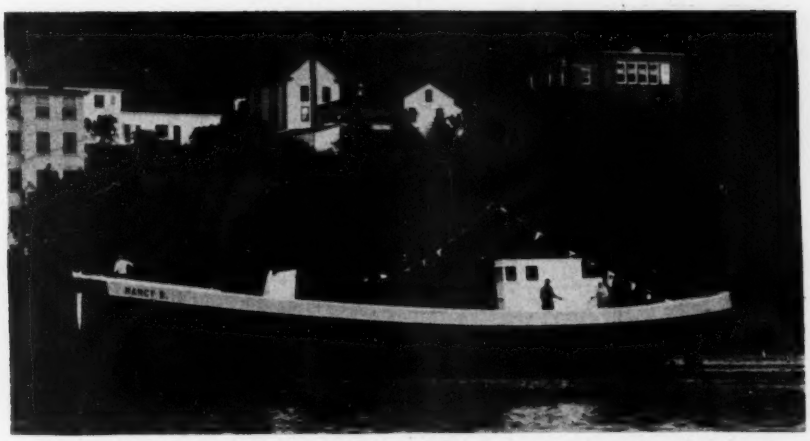
The mussel resources of Maine are considerably richer than other sections. A survey in Maine was begun last Fall and continued until January. The area covered by that survey extended from Penobscot Bay to Jonesport, where 1437 acres of mussels were found. Judging by the character of the coast line this area is probably the richest mussel growing section of the coast of Maine. According to Leslie Scattergood, who conducted the survey, this entire section contained approximately 315,000 bushels of marketable mussels. It is quite possible that future surveys will locate good mussel beds in other sections of the coast of Maine, such as Casco Bay and Boothbay Harbor. Even if we assume that the supply of mussels in the areas to be surveyed will approach that of the sections already covered, then the total quantity of mussels of a marketable size that we can count on from Maine will be approximately 650,000 bushels. Of this quantity about 60,000 bushels of mussels cannot be used because they contain too many pearls.

Thus, according to information now available, we may assume that the supply of marketable mussels on the beds of New York, Connecticut and Rhode Island is between 250,000 and 350,000 bushels. About the same quantity may be obtained from the mussel beds of Massachusetts. The waters of Maine may yield another 500,000 or, in the best case, 750,000 bushels. Therefore, the total supply obtainable from the North Atlantic waters is approximately 1½ million bushels. This figure does not include the mussels of polluted areas, nor those of numerous small beds, utilization of which would be difficult and costly.

Studies on the biology of mussels, carried on by our Service during the last several years, have resulted in the accumulation of data related to the utilization and conservation of these animals. One of the first questions which had to be answered was when during the year mussels are at their best. It was found that, as in the case of many mollusks of the same group, seasonal variations in the condition of the mussel meats are very pronounced. Of course, changes of this type depend to some extent upon the location of the mussel beds. However, in all cases the cycle is very well defined, and in each locality there is a definite period when mussels are fatter than at other seasons of the year.

Contrary to conditions existing in oysters, which attain their prime in about 2 or 3 months after spawning, the mussels reach such conditions prior to their spawning activities. According to studies carried on at our laboratory during the last 2 years, it has been established that mussels begin to approach their best condition during early Winter. From then on, during late Winter and Spring, conditions of the mussel meats continuously improve and they reach their maximum nutritive value just before the beginning of their spawning season. Following this maximum development of gonad tissue there is a discharge of spawn, and the body of the animals begin to decrease in volume and weight.

(Continued on page 26)



John Bruno of Boston and his new 82-ft. Wolverine-powered dragger "Nancy B." directly after launching at Waldoboro Shipyard, Inc., Waldoboro, Maine.

"Nancy B." Launched for Bruno at Waldoboro

THE sleek new dragger *Nancy B.* took her maiden dip from the Waldoboro Shipyard ways at Waldoboro, Maine on August 28, being christened by Miss Minnie Botta.

Built for John Bruno & Son of Boston, the new vessel will be ready for delivery from the yard, completely equipped for fishing, next month.

The *Nancy B.* is the first fishing boat to be turned out by Waldoboro, and marks the beginning of a series of 82-foot class draggers, six of which are on order, with four currently under construction.

The craft is built from a model developed by W. S. Carter of the shipyard organization. She has a beam of 17′ 6″ and a mean draft of 9′. Her lines are exceptionally good with a considerable sheer, medium raked stem and round, tow-boat type stern.

The vessel's construction is rugged, yet finely finished, in every detail. Frames are double 4″ sawn oak, and the keel is 10 x 10 with a 6 x 10 keelson and 4 x 10 shoe. Planking is 2″ oak while decking is 2″ white pine.

An outstanding example of good workmanship aboard the *Nancy B.* is found in her spacious fo'c's'le, which is particularly well appointed. Sheathed with cypress, this section contains bunks for 8 men, with a shelf over each one, in addition to the conventional seat lockers. The galley is conveniently arranged with a long dresser and overhead enclosed dish locker placed against the hold bulkhead. A 200 gallon cypress water tank is placed beneath the dresser. A Shipmate galley stove with coal bin outlet directly under is situated on the starboard side while the ice box and shack locker are port. There is a sliding table with telescoping style pipe legs. The fo'c's'le is entered from a sturdy dog house and there is an escape hatch forward.

The 20 ft. fish hold with single hatch has a capacity of 90,000 pounds, with 6 pens on a side and cement floor. There are deck plates over each pen.

The large pilot house is situated over the engine room trunk, and contains a stateroom with double bunks placed thwartships. There are 4 windows forward, 2 aft and one port. There is a single sliding door on the starboard side.

The *Nancy B.* is powered with a 175 hp. Wolverine Diesel, which turns a 60″ Columbian propeller on a 3½″ bronze shaft, to give a speed of 10 mph. Fuel tanks located on either side of the engine room carry 2000 gallons. Other equipment includes a "Deseco" 8 hp. Lister Diesel auxiliary set, 32 volt Surrette batteries, "Gloucester" winch, Edson deck pumps and Submarine Signal Co. Fathometer. The vessel will be furnished with Linen Thread Co. Yankee trawls and Columbian rope, and will be ketch rigged. Her skipper will be Capt. Concetti Scuderi.

Material Procurement for Boat Repair Simplified

IN accordance with the instructions of WPB, priorities assistance to ship chandlers for acquiring an inventory of marine supplies and materials for ship maintenance, repair and operation is restricted to Form WPB-646, formerly PD-300. This form is to be used also by owners of fishing vessels maintaining an inventory of marine supplies who want to secure items that are restricted under CMP5. Unrestricted items are obtained by such owners through filing under CMP5.

The WPB has authorized the U. S. Maritime Commission to handle WPB 646 applications, as well as to assign the allotment symbol MRO for controlled materials required by ship chandlers, to be sold as such. The controlled materials acquired are to be used solely for sale on MRO orders.

Fishing boat operators can now secure their maintenance repair and operating supplies by merely certifying to their chandler that they are engaged in commercial fishing. No rating is required for such supplies, including fishing gear. In the case of cordage, the end use of the material must be specified.

The Maritime Commission has stockpiled engines at marine dealer establishments under the WPB 646 form, which are earmarked for fishing service, and which can be released for replacement use through approval of the Area Fishery Coordinator.

WPB 646 forms may be filed at any time to fill anticipated needs of chandlers and vessel owners who maintain an inventory. The only stipulation is that the materials ordered do not exceed the requirements of a calendar quarter, or less if specified for certain restricted items. While the quantity of the allotments is generally based on past purchases, larger allotments can be made to meet unusual circumstances, provided their need is justified by suitable explanation.

Change Canned Clam, Crabmeat Prices

EFFECTIVE August 21, uniform prices were established for canners of soft clams as a means of stabilizing the clam packing industry, which had previously used prices which were frozen at each canner's March, 1942 levels. Under the 1942 levels, a wide range in price ceilings developed to the disadvantage of some canners, since those with high ceilings were able to outbid those with lower ceilings. It is hoped that the new regulations will tend to stimulate the production.

The new canner's prices, per dozen cans, are $2.00 for No. 1 Picnic, $3.10 for No. 1 Tall and $3.75 for No. 2.

As of August 30, price ceilings for domestic canned and blue sand crabmeat were advanced 50c per dozen for No. ½ flat cans at the canner level. The new prices, per dozen cans,

Andrew W. Anderson, Chief, Division of Fishery Industries, Fish and Wildlife Service.

Anderson, Fielder in New Posts

A. W. ANDERSON has been appointed Chief of the Division of Fishery Industries, U. S. Fish and Wildlife Service.

Mr. Anderson has been Acting Chief of the Division since March. He succeeds R. H. Fiedler who is now a member of the staff of the Office of Economic Warfare.

Mr. Anderson has had long experience in both commercial fishing and in the work of the Fish and Wildlife Service. A graduate of the College of Fisheries, University of Washington, he worked for eight years in the commercial fish meal and oil industry and designed and supervised the erection of reduction plants in California, Norway, Iceland, and Hawaii. In 1930 he became connected with the Service as Statistical and Marketing Agent in the Middle Atlantic States. Later he worked on the technological problems, chiefly concerned with the utilization of by-products in the Service laboratories at Gloucester, Mass., and Seattle, Wash. In 1937 he was transferred to Washington and organized the Market News Service.

Mr. Fiedler has been appointed chief of the new Marine Industries Section of the Office of Economic Warfare. This section was created in accordance with the recommendation of the Combined Food Board, and its work will be concerned with the development and expansion of foreign fishery industries and the exploration of foreign or international fishery resources. It will operate in cooperation with various foreign governments with the view of securing maximum production of fish and its by-products for our expeditionary forces as well as exportable surpluses for distribution to the civilian population of the United Nations.

The activities of the new section are expected to be of assistance to foreign countries in increasing the supply of local foods for local consumption. This will help to relieve the drain on the United States for aquatic foods, which in turn will make available more munitions cargo space.

Dr. H. J. Deason has been made special assistant to Coordinator of Fisheries Ickes to supervise foreign activities of the Coordinator's office. Milton J. Lobell has been assigned to work with Dr. Deason as fishery engineer.

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f.o.b. factory, are $4.00 for fancy or white fancy and $3.50 for brown claw fancy.

The crabmeat industry presented data showing an increase in costs of 51 to 90 cents per dozen cans in May 1943 over May 1942. Live crabs or fresh crabmeat are not under price control and dealers in fresh crabmeat have been in a position to pay higher prices for crabs than the canners can afford. Plans are being made to place ceilings on live crabs in line with the new prices on canned crabmeat, OPA indicates.

Ex-Vessel Prices for Canners

To protect existing ceilings on canned fish, OPA has ruled that the maximum at which any seller can sell to canner is the established ex-vessel price. However, canners may, as before, employ persons to deliver the fish from the dock to the cannery and pay such persons the charges allowed under Regulation No. 165 (Services).

OPA Sets Shrimp Prices, Revises Some Others

MAXIMUM prices for fresh shrimp at the fishermen's level have been set by OPA, to become effective September 21. The action was taken to meet what OPA described as chaotic conditions in the markets, with prices running away to an extent that processors of shrimp, whose product must be sold under previously established ceilings, were unable to buy, since the entire catch was being diverted to the fresh market.

OPA states that the prices are in accord with the 1942 averages for shrimp. The size classifications are historically consistent and in line with the industry's recommendations made at conferences held in OPA's Washington office, together with facts and figures received from the Fish and Wildlife Service.

Maximum prices for processors of frozen peeled shrimp, both veined and unveined, have been established at levels which will represent average reduction of from 10 to 15% to the consumer.

Yellowtails and Blackbacks

Revisions have been made in the prices of yellowtails and blackbacks which resulted from a study of existing records and from meetings with boat owners and fishermen.

In the case of blackbacks, the prevailing maximums of 5 and 7 cents will continue in force for fish under 1½ pounds, while maximums of 4 and 6 will be continued for the smaller sizes of yellowtails.

Cod, Haddock and Hake

Revisions also have been made in the ceiling prices to fishermen on cod, hake and haddock in the round. These changes allow for size differentials not considered in the original regulation, lack of which has made operation impossible for small boat owners.

New and Revised Ex-Vessel Prices

Species	*Form*	*Size*	*Season*	*Price*
Shrimp and				
Prawn	Head-on	Under 9 cnt.	All year	$32.
(Per 210 lb.	"	9-12 count	All year	28.
barrel)	"	12-15 count	All year	24.
	"	15-18 count	All year	20.
	"	18-25 count	All year	17.
	"	26-39 count	All year	14.
	"	40 & over cnt.	All year	11.
Blackback	Round	Under 1½ lbs.	Apr.-Sept.	5c
			Oct.-Mar.	7c
	"	1½ lbs. and over	Apr.-Sept.	7c
			Oct.-Mar.	10c
	"	All sizes mixed	Apr.-Sept.	5c
			Oct.-Mar.	7c
Yellowtail	Round	Under 1¼ lbs.	Apr.-Sept.	4c
			Oct.-Mar.	6c
	"	1¼ lbs. and over	Apr.-Sept.	5½c
			Oct.-Mar.	7½c
	"	All sizes mixed	Apr.-Sept.	4c
			Oct.-Mar.	6c
Codfish	Round	1½-2½ lbs.	Oct.-Mar.	4c
			Apr.-Sept.	3c
	"	2½-10 lbs.	Oct.-Mar.	5c
			Apr.-Sept.	3½c
	"	10-25 lbs.	Oct.-Mar.	5½c
			Apr.-Sept.	4c
	"	25 lbs. and up	Oct.-Mar.	5c
			Apr.-Sept.	3½c
Haddock	Round	1½-2½ lbs.	Oct.-Mar.	5¼c
			Apr.-Sept.	3¾c
	"	2½ lbs. and up	Oct.-Mar.	5¾c
			Apr.-Sept.	4¼c
Hake	Round	1½-2½ lbs.	Oct.-Mar.	3¼c
			Apr.-Sept.	2¼c
	"	2½ lbs. and up	Oct.-Mar.	4¼c
			Apr.-Sept.	3¼c
Pollock	Round	Under 1½ lbs.	Jan.-Mar.	3c
			Apr.-Dec.	2c

Note: Add 1c per lb. to determine prices for boxed items in the round.

Oystermen Expect Normal Supply of Good Stock

THE traditional oyster season opened September 1st with the prospect that there will be fewer oysters for civilians, since the armed services are expected to consume some 40,000 gallons a week. Many oysters will, however, be larger and fatter because this year the important New England beds are showing a complete recovery from the after-effects of the destructive hurricane which swept the East coast in 1938.

While many oystermen had their boats painted and their plants cleaned, ready for early business which starts slowly in September, others will not start operation until October, when business gets in full stride.

If the oyster industry is able to solve its manpower problem and the almost equally difficult problem of getting enough satisfactory containers, the country will get about its normal supply.

Virginia

The oyster season opened September 15 in the Potomac area of Virginia, concurrent with the Maryland policy, and will open throughout the rest of the State of Virginia on Oct. 1.

Reports on the anticipated yield and oyster problems will be made at the monthly meeting of the Virginia Commission of Fisheries, September 28, in Newport News.

New Jersey

New Jersey estimates that less oysters will be shipped to market this year due to shortage of labor. The State Beds near the mouth of the Mulica River in Great Bay are usually thrown open as public oystering and clamming grounds on October 1.

In the Delaware Bay area labor shortage will force many of the boats to remain tied up at the docks at Port Norris and Bivalve.

Clyde A. Phillips, chairman of the New Jersey State Board of Shell Fisheries, stated that because of the War Labor Board's failure to act on a request for $40 minimum weekly wage, the oyster industry is facing a serious shortage of help.

Maryland

Maryland oystermen predict that in some spots oysters will be scarcer, but that in others the supply will be enough better than last year to make production somewhat in line with that marketed last season. It is expected that approximately the same number of fishermen will be engaged in oystering as there were last year.

Packers are faced with a shortage of shuckers, and state that very few people are available who have learned the art of shucking. This year the shuckers' union is asking 50c for each 8 pints shucked, compared with 40c for 9 pints last year, which represents an increase of about 20 per cent.

The "Lillian Parker" is owned by T. C. Harvey, Gulfport, Miss. and is powered with a Superior 4 cyl., 4½" x 5¾", model MRA-4 engine, rated 62 hp. at 1500 rpm.

The oyster boat "Admiral", owned by J. & J. W. Elsworth Oyster Co., Greenport, N. Y., and skippered by Capt. Walter J. Leake. She has a 60 hp. Fairbanks-Morse, and is lubricated with Socony-Vacuum. She is 57.6' long, 17.3' wide, with a depth of 5.1'. Her average daily run is 40 miles, and capacity, 1,000 bushels.

Long Island

Oysters are better than they were last year in the opinion of Great South Bay growers. Most of the oystering in this area, however, will not really get underway until about October 1st, while in Greenport operations commenced in September.

Among the problems that beset the oyster growers and shippers are gasoline scarcity, labor shortage, and increased cost of trucking and containers.

Contracts of Greenport oyster companies with the union expire soon, and will have to be negotiated again.

Greenport firms, of which there are about 15, report a good supply of medium size oysters.

Cape Cod

On Cape Cod, only a fair oyster crop is anticipated, with a reduction in supply said to be accounted for by practicing Commando boats which churn the normally peaceful harbors where the Cotuits mature, causing the oysters to seek refuge in the mud.

Ickes to Ask for Post-War Plans

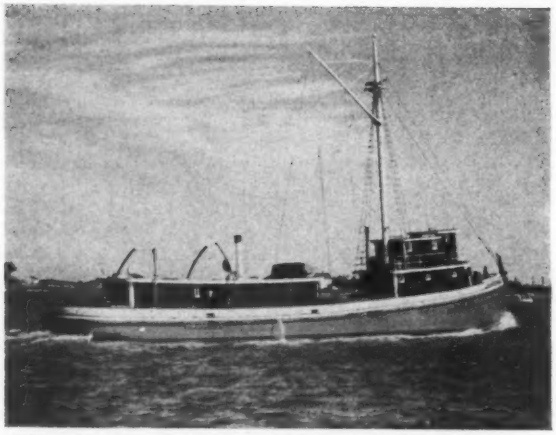
SINCE the fishing industry, which has had more war-born problems than most other industries, will probably have almost as many problems of adjustment in the post-war world, Secretary of the Interior Harold L. Ickes is expected to begin asking the advice of representatives of the industry and Congressional leaders on post war plans for the nation's fisheries.

Charles E. Jackson, Acting Deputy Coordinator of Fisheries, said that it was likely that consultants recently appointed in the chief fishing areas of the country would be asked to submit their views on post war problems and opportunities for study and discussion.

Mr. Jackson emphasized that the job of producing enough fishery products to meet war requirements was still No. 1 on the agenda of the industry and would remain so until victory. He declared, however, that it would be wise to prepare for the time when an economy of scarcity, induced by the war, would change again to an economy of abundance.

The post war world, he said, will doubtless bring many opportunities to the fishing industry for expansion and development. New fisheries will be established, and new markets can be developed both in the United States and abroad. New industrial uses for marine products should also be investigated, he stated.

"We have already had a number of constructive suggestions from the industry," Mr. Jackson said, "and when the time arrives to make a general survey of the industry's views on post war problems we know there will be many others which will help us arrive at a concrete, workable program which can be presented to the industry as a whole and to Congress if legislation is shown to be required."



The "David K. Phillips", owned by Reedville Oil & Guano Co., Inc., Reedville, Va., is one of the oldest vessels now working in the menhaden fleet, having been built in 1877. She is powered with a type GN, 6-cylinder, direct-reversing Cooper-Bessemer Diesel, rated 260 hp. at 350 rpm.

Maryland Seafood Laboratory Opens At Crisfield

THE new Crisfield Seafood Laboratory, in Crisfield, was opened in August. Dr. G. Clifford Byrd is in charge, assisted by John Cox of Crisfield, an experienced technician. The Crisfield Seafood Association sponsored the Laboratory.

The members of the Seafood Association are: John T. Handy Co., Carol Dryden & Co., Z. Ward & Sons, Nelson R. Coulbourn, Milbourne Oyster Co., Crisfield Packing Co., L. R. Carson, Inc., Star Oyster Co., I. T. Tyler Co., W. E. Riggin & Co., Robert Wharton, and Wallace M. Quinn Co. A. Earl Dize is president.

The object of the Laboratory is to analyze seafoods produced by its members for sanitation and see that the seafoods are free of pathogenic organisms. The Tidewater Fisheries of Maryland are co-operating with the Laboratory.

Good Results from Planted Shells

The oyster shells planted in Holland Straits by the Tidewater Fisheries in May and June have had a wonderful catch, according to Capt. Amos Creighton of the Department, who took samples taken from the Straits in August.

Every shell had a number of healthy looking spat on it, and Capt. Creighton states that the general condition of the shells indicates that the catch is all that could be desired, and even better than had been anticipated.

On the approximately 50,000 bushels of shells planted there in 1941, young oysters of a nice size are growing and are ready for transplanting.

It is expected that the bulk of these seed oysters and shells on which spat have struck will be planted in Somerset County waters, as Holland Straits is regarded as the seed growing area for that county.

Soft Crabs Scarce, Prices High

There has been a scarcity of soft crabs this season. The season started well, but as it advanced, scarcity developed which continued through the season. Prices were higher than ever before. Hard crabs have been more plentiful, but the crab meat packers don't depend entirely on the Chesapeake since a large quantity is brought in from Sinepuxent Bay, from Virginia, from Delaware, and as far South as Morehead City, N. C.

Thornton Company Purchases Grounds

The W. C. Thornton Oyster Company of Chincoteague, Va., have purchased the valuable oyster grounds in Tom's Cove, Chincoteague Bay, owned by Joe Pruitt of Franklin City, Va. The Thornton Oyster Company is among the leading shippers of Chincoteague barrel oyster stock.

Texas Gets Appropriation For Oyster Program

AN appropriation of $25,000 from State's funds has been made to be used in experimental work in oyster cultivation. A program is being worked out by Gordon Gunther, marine biologist, which includes the establishment of one or more experimental plants for oyster cultivation through the location of spawning grounds, as well as experiments to determine the best methods to use along the Texas coast for planting the cultch. It is planned to have such plants established as soon as possible, at Corpus Christi, Rockport, in the Palacios-Port Lavaca area.

Special consideration will be given to the location and preparation of suitable bottoms for catching seed or for growing marketable stocks, and to planting young oysters grown from spat in maturing and fattening ground, as well as harvesting and preparation for the market.

Small locations in the bays will be set aside under restrictions at points where shells cannot be fouled by mud and where proper setting can be expected. The Commission hopes to insure a sufficient supply of seed by establishing spawning grounds closed to fishing and by planting cultch.

Texas oyster production has long been hindered because of insufficient funds with which to carry on experimental work. Extensive areas of oyster bottoms which sixteen or seventeen years ago supplied considerable quantities of oysters have become exhausted.

Fish Saved by Fresh Water

A rising tide of fresh water moving South down Laguna Madre early in September is believed to have saved the lives of hundreds of pounds of fish which otherwise would have met death in the highly saline waters of the lagoon.

General Seafoods Makes Improvements

The General Seafoods plant at Aransas Pass is making improvements for shrimp handling through the installation of a conveyor on their wharf. The shrimp are now carried from the boats through washing tanks to the scales, from which they are transferred to the heading tables. A new system of shrimp heading tables has also been worked out which uses water to wash and carry shrimp tails from tables to the icing vats. In this new plant, shrimp require only two handlings after being received: once at scales and once by the headers.

Shrimping Laws Revision Wanted

Texas shrimp fishermen are not favorable to existing laws governing shrimping in Texas coastal waters during the closed seasons. They state that bait shrimping boats during these periods defeat the purpose of having closed seasons, since their bait trawls with small meshes catch many undersize shrimp, some of which are thought to be sold for consumption.

Shrimp Catches High

The first week of the Fall shrimping season in inland bays was very successful for boats working the Rockport Bay and Port O'Connor areas. One of the highliners for opening week was Capt. Tony Tamburin, who took 11,000 pounds of shrimp.

Shrimp catches in the Corpus Christi Bay are still small, with 300 to 500 pounds daily being the most taken by any boat.

80-Ft. Dragger Building for Forrest

Capt. H. T. Forrest of Messick, Va., is having a new 80 ft. dragger built by G. R. Smith & Son of Susan. The boat is heavily constructed of hard pine with a 32 x 26 keel, and will be 17′ 4″ wide and 8′ 6″ deep. She will be powered with a 200 hp. Fairbanks-Morse Diesel.

Norfolk Area Landings

Landings in the Norfolk area during August totaled 3,668,400 pounds, practically all from pound nets, an increase of 72,000 over July. Croakers continued to be the leading variety, with 2,792,000 lbs. Butterfish receipts showed a big gain over the previous month to 350,000, while sea trout dropped to 380,000. The largest single day's landings of 664,000 occurred on the 17th.

Florida Confronted With Fishermen's Strikes

APPROXIMATELY 100 Cortez fishermen again went on strike August 28 with a request for a contract and better price. They had gone back to work August 16, following a two weeks' tie-up caused by a cut of the fish price to 6 cents by the dealers. At that time a compromise agreement of 6½ cents per pound instead of the 7 they requested.

The Florida West coast fishermen's strike, extending from Sarasota North to Cedar Keys, was settled August 24. Five hundred men and 350 boats were reported idle for a week pending signing of a 12 month contract with dealers and the establishment of a fixed bottom price of 8 cents for grouper and 7 cents for mullet. The buyers agreed to pay the prices asked for an indefinite period.

The union asked OPA to raise the ceiling price of 10 cents per pound on frozen mullet, claiming it was largely responsible for the tie-up of fishermen, many of whom stopped fishing before the strike for lack of buyers.

To Build Freezing Plant at Snug Harbor

Plans for construction of the largest fish freezing plant on the Florida West coast at Snug Harbor, the new anchorage for commercial fishing boats at Madeira Beach, have been announced today by E. L. Gordon.

The projected fish freezing plant will make possible storage of 200 tons of fish. Gordon has already leased the plant to fish wholesalers.

Gordon is also building a 25,000-pound fish freezer in a former machine shop at Snug Harbor.

Along with construction of the freezing plants, Gordon is planning expansion of the dock facilities at Snug Harbor, he already has slips for more than 20 boats, and is now installing a marine ways for the hauling and repairing.

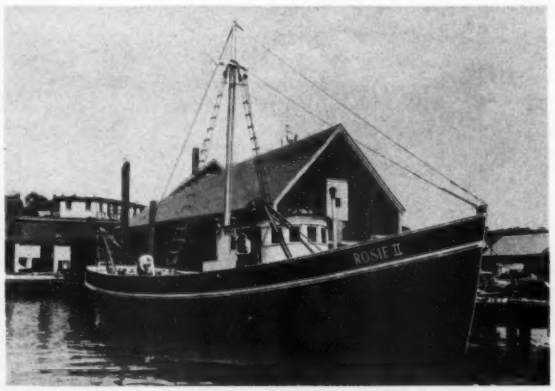
It is believed that the plants will fill a long-felt need and will help to solve the problem of commercial fishermen who have had difficulty in the past marketing of their fish.

Sponge Sales Show Gain

Sponge auctions during August on the Tarpon Springs Sponge Exchange amounted to $100,107.87, Manager George Cretekos reports. This brings the total for the first eight months of the year to $1,659,536.18, compared to $1,479,056.77 for the same period in 1942.

Correction

In a recent issue the name of Sloan Peterson was associated with the S & J Seafoods Company of Fernandina, Fla. This was in error. Sloan Peterson operates his own business and has no connection with the S & J Seafoods Company, nor does he own, operate, or have any interest in the trawler *Ocean Blue* which belongs to the S & J Seafoods fleet.



The 67′ "Rosie II" recently built by Sarris Bros., St. Augustine, Fla., owned by Capts. Carlo Ciaramitaro and Ernest Vegliano of Gloucester. She is powered with a 150 hp. Buda Diesel with 3:1 reduction gear, equipped with Shipmate range, Willard batteries, Linen Thread nets, Hathaway winch, and finished with Pettit paints.

"Main Street" of Leland, Michigan. Among the fishermen located here are George F. Cook, Henry C. Steffins and Eli Firestone.
(Photo, courtesy Michigan Department of Conservation.)

Michigan Fish Committee to Develop Resources

THE Michigan Fish Resource Committee consisting of L. R. Schoenmann, director of the State Conservation Institute from Michigan State College, P. J. Schaible, experiment station chairman, and P. I. Tack, from the college zoology department, were in St. Ignace recently for the purpose of developing fish resources. The men conferred with Dr. Van Oosten, Fishery Co-ordinator of the Great Lakes.

The group investigated the possibilities of increasing production and the related problems of conservation, processing, preservation of netting and equipment, and the securing of maintenance equipment.

The Institute is set up to render assistance to fishermen similar to that provided the farmer by the Government, in matters pertaining to production, maintenance and marketing. They have helped obtain priorities on boat equipment and are working now to bring about the return from the Army of men who are needed in the fishing industry.

Wisconsin to Enforce 2½" Mesh Order

In order to clarify the interpretation of its net mesh order, the Wisconsin Conservation Commission states that fishing operations for the taking of herring, bluefin, chubs, perch, menomonies and smelt in Northern Green Bay and Lake Michigan with gill nets must be accomplished with gill nets havinvg a mesh of not less than 2½", nor more than 2¾", flexible rule measurement.

Certain fishermen recently were charged with using 2⅜" mesh nets.

Tug "Sarah" Rebuilt

The fish tug *Sarah*, purchased last Fall at Manistique by Stanley Peanosky of Marinette, has had its second launching after being completely rebuilt. The 35-foot tug, powered by a Chrysler marine motor, has been fitted with cabins and is expected to be ready for fishing later this Fall.

Oldest Two Rivers Operator Sells Out

Capt. Arthur J. Luebke, who operated the oldest commercial fishing firm in Two Rivers, has discontinued his business.

Capt. Luebke sold his tug, the Badger, a 55′ Diesel powered craft, and the most of his equipment of the Endress & Masse Co. of Grand Marais, Mich., who will use it in Lake Superior fishing operations.

Kermit Heads Marinette Association

Kermit Kleinke has been elected president of the Marinette County Fishermen's Protective Association. Other officers include George D. Eversen, vice president, Louis T. Hall, treasurer, and John C. Settersten, secretary. More than 40 commercial fishermen belong to the organization, which is active in lobbying.

Capt. Hans Haram of New Bedford, owner of the new 53' 6" x 16' 1" x 7' dragger "Arnold", recently completed by Arundel Boat Co., Kennebunkport, Me. The boat will carry 35,000 lbs., and has 4 bunks in the fo'c's'le and 2 in the cabin. She is powered with a 605-D, type W, 100 hp. Mack Mariner Diesel, furnished with a 3:1 Twin Disc reduction gear, and equipped with Hathaway winch and steering gear, Kinney clutch and Shipmate oil-fired range.

Maine Busy on Fishing Boat Building and Repairing

A NEW 52'6" x 16' x 6' dragger, built by Harvey Church of Steuben and her owner Lyle G. Ford of Ashville, is expected to be placed in service this month. The boat was constructed adjacent to the highway and was to be rolled to the waterfront. It has a capacity of 60,000 lbs. and accommodations for 4 forward and 2 in the pilot house. Equipment includes a 110 hp. Chrysler Crown engine with 4.5:1 reduction gear, Federal Mogul propeller, Willard batteries, Shipmate range and Hathaway winch. She is painted with Pettit products.

Parks & Gamage Start Fourth Dragger

Parks & Gamage, formerly Bristol Yacht Building Co., South Bristol, Me., are to build a 75' dragger for Aiello and Matinello of Gloucester, which will be powered with a 215 hp. Superior Diesel. This makes a total of 4 draggers now under construction at the yard, with the three others being built for New Bedford owners.

Marr Building and Converting

Harry G. Marr, Damariscotta is building a 38' lobster boat for Capt. Ethan Bridges of York Harbor.

The yard is converting the 60' *Willard Daggett* owned by the Willard-Daggett Fish Co., Portland, from a wet well lobster smack to a dragger. The boat's sheer will be raised, new frames put in, new pilot house will be put on, the deck will be replaced, and a new hold built.

Sample Reconditioning Three Boats

Frank L. Sample, Jr., Inc., Boothbay Harbor, has installed a 150 hp. Buda engine in the Portland Fish Company's *Fannie Belle*, which has been completely refitted. The engine has a power take-off from the forward end for operating the winch, driven through chain sprockets to an angle reduction gear of the yard's design.

The New Bedford dragger *Madame X* is having her 60 hp. Atlas Diesel rebuilt and having a new foremast and fishing gear installed.

The yard is building and converting the *Casco*, ex-tank boat in Portland Harbor, to a dragger for Capt. Anthony Bertolino of Gloucester. She will be powered with a 6 cyl. Gray Diesel with reduction gear drive. The *Casco* was built at Patchogue, L. I., as the *Rosa Belle* in 1865.

Building 50-Footer at Owl's Head

Capt. J. H. Grover of Owl's Head is building a 50' x 14' x 5' dragger, the *Myrt II*. The boat will have a capacity of 30,000 lbs., and accommodations for a crew of 4. She will be equipped with a 121 hp. Gray gasoline engine and a Shipmate range.

Newbert & Wallace Get Orders for Three Draggers

Newbert & Wallace, Thomaston, have started construction of two 77 ft. draggers, one for Raymond Philbrook of Rockland and the other for Capt. Clyson Coffin of Port Clyde. The latter is being built on a recently installed outside ways. The yard also has an order from Capt. Ira Tupper of Vinalhaven for a 48' dragger.

Whitmoyer Enlarging By-Product Plant

The Rockland plant of Whitmoyer Laboratories, managed by Stuart Fogelman, is erecting a two story 126 x 36 addition to its plant which will triple its production facilities of fish meal, cod livers and liver feed. A vacuum drier, press, and storage tank are being installed. Raw materials are being brought to the plant by truck from various Maine coastal points, and a boat service is to be inaugurated for island points.

Look to Have New Pound

H. W. Look Lobster Co. of Rockland is building a new 100,000 lb. lobster pound at Hattons Cove, Port Clyde, which will be ready for use next spring. The pound will have an extra wide dam, and fresh water flow will be eliminated by the raising of the road at the head of the cove, which will form an embankment.

Rackliff & Witham Erecting New Plant

Rackliff and Witham are building a new 50 x 80, 2-story lobster plant next to the public landing in Rockland. The plant will be ready for occupancy November 1 and will have tank storage facilities for 25,000 lbs.

Gloucester Dragger Sinks at Monhegan

The 75' redfish dragger *St. Rosalie*, Capt. Matthew Parisi, home-ward bound with 55,000 lbs., sank on Aug. 17 after running hard against the rocky shore of Monhegan Island, Me., during hazy weather. Although the vessel was backed away a hole below water-line on the bow, made the pumps useless, and the crew of 10 rowed to shore.

Georgia Taxes All Shrimp

ALL shrimp brought by boat into Georgia ports, whether caught inside or outside the three-mile territorial limit, will be taxed under a new policy adopted by the Georgia Game and Fish Commission. Previously, shrimp-boat operators have been paying the levy of 1/16 cent per pound only on catches in territorial waters.

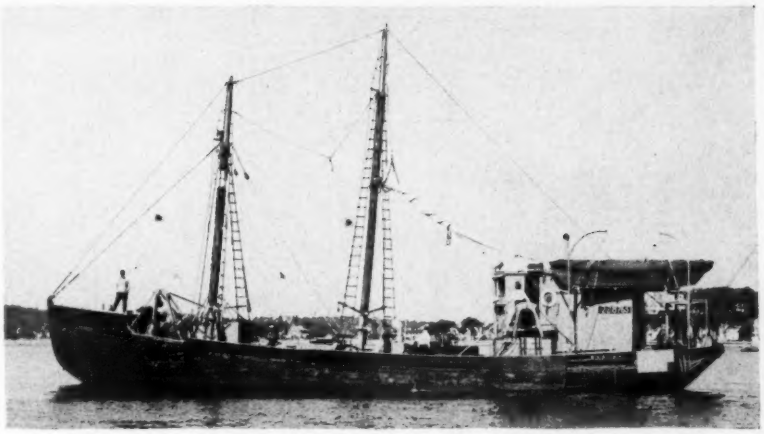
It was stated that the action resulted from shrimpers taking advantage of the law by catching shrimp in rivers and inside the three-mile limit, and declaring they were caught outside, a situation which could not be checked without extensive patroling.

Seek Permit for Child Labor

At a recent meeting of Georgia and South Carolina representatives of the Atlantic States Marine Fisheries Commission and others, a decision was made to call upon the Children's Bureau of the Department of Labor to permit children between the ages of 14 and 16 to work in plants along the coast to aid in heading and shucking shrimp and crabs.

The 50' sardine carrier "America", owned by Machiasport Canning Co., Eastport, Me. Inset, her skipper, Capt. A. E. Hicks. The boat is powered with a 110 hp. Chrysler Crown engine from Walter H. Moreton Corp., Boston.

The 90′ dragger "Rainbow", first Government requisitioned fishing boat to be returned to the Boston fleet, as she appeared ready to resume fishing. The vessel is now owned by Eugene Fitzpatrick and Capt. Dennis Boland of Boston and skippered by Capt. Ivan Williams. Her fish hold has been enlarged to accommodate 150,000 lbs. of fish, and a whaleback has been added. The Government-built deckhouse is well equipped with all conveniences for the captain. The vessel is powered with a 220 hp. Atlas Diesel, and equipped with Deluxe filters, Hyde propeller, 110 volt Willard batteries, and a new 5 hp. New England electric fish hoist.



Massachusetts to Construct Seven Steel Trawlers

SEVEN 96-ft. welded steel trawlers are to be built for five Boston owners by Somerset Shipyards, Inc., Fall River, Mass. They were designed by John G. Alden, Eldredge-McInnis, collaborating, and will all be powered with 320 hp. Fairbanks-Morse Diesels. These are the first to be constructed of steel since 1941, and the reason steel is available for them is that the material was originally specified for a Navy contract, but was since found not required.

These new vessels are part of the extensive fishing boat building program in progress throughout the country. It is reported that over 250 vessels have been authorized in recent months, with construction of additional fishing craft expected to be scheduled.

Although this number of new vessels may seem large, it is moderate in comparison with the industry's requirements. Normal annual replacements to fill natural losses, based on 5% of the 6,000-vessel fishing fleet, would be 300 vessels. Add to this the vessels needed to offset Government acquisitions, plus enough more to provide for expansion of production, and it is apparent that a huge building program is necessary.

Robinson Building Several Draggers

W. A. Robinson, Inc., Shipyard, Ipswich, is building two 97-ft. draggers for Gloucester Seafoods Corp., each to be powered with a 260 hp. Cooper-Bessemer Diesel. The yard also is building a 103-footer for Capt. Frank Brown, which will have a 400 hp. Atlas Diesel; a 105-footer for Capt. Joaquim Gasper; and an 80′ craft for John J. Burke, all of Gloucester.

Wallace to Build 65-Footer at Newburyport

E. H. Wallace of Manchester, who is now completing a 70′ dragger for Capt. Wm. Lafond of Gloucester, plans to move his business to the McKay Yard in Newburyport where he will build a 65′ dragger for William Ragusa of Gloucester.

Mulcahey Returns to James Yard

D. Raymond Mulcahey has rejoined the Lyman James Shipyard staff, Essex, as designer and construction foreman. He has designed a new 85′ model which the yard will build for a Gloucester owner. At the present time the yard is building 91′ draggers for Capt. Guiseppe Brancaleone and Capt. Lorenzo Susanno, both of Gloucester, each vessel to be powered with a 250 hp. Atlas Diesel.

"Helen M." Being Reconditioned at Gloucester

The dragger *Helen M.*, owned by Leo Linquata, is being thoroughly reconditioned and fitted with a new whaleback and stateroom, as well as a steel engine trunk which is designed to offset the effects of engine heat. A 200 hp. Atlas Diesel engine with Kinney winch clutch is being installed to replace the separate winch and propulsion engines formerly used. Capt. Lemuel Barnes will be skipper.

"Patrick J. O'Hara" Scrapped

The old 126′ steel trawler *Patrick J. O'Hara*, which had been laid up for 5 years at the Davis Bros. wharf, has been sold as scrap. She was originally the *Spray*, built in 1905, and the first beam trawler to fish out of an American port. The vessel was accorded a special send-off ceremony.

Vessels Bought and Sold

The 106-ft. *Imperator* has been sold by Gorton-Pew Fisheries for freighting service. The Company has purchased the 58′ Gloucester vessel *Desire*, as well as the 78′ Portland schooner *Eleanor*, which will be skippered by Capt. Jim Barry. Both vessels are to engage in the Newfoundland fisheries.

The 82′ *Old Glory* has been sold to Independent Fish Co. and will be captained by Simplicio Biachao. The *Elvira Gasper*, which was returned recently by the Navy, has been sold for freighting.

"P. T." Gets New Buda

The Gloucester boat *P. T.*, owned by Anthony Graffeo of Boston, is being repowered with a new Model DTMR317, 60 hp. Buda Diesel sold by Rapp-Huckins Co., Boston. The engine is equipped with a 2:1 reduction gear and will swing a 26 x 20 propeller at 800 rpm.

Building Plant at New Bedford

Westan, Inc., a new fillet firm, organized by Harold E. Hamblen of New York, is to erect a plant 185′ x 20′ on Homer's Wharf. Receiving facilities capable of handling three boats at a time will be located on the first floor, while the second story will contain a filleting room, cooler and freezer.

"Ronald & Dorothy" Salvaged

The 65′ *Ronald & Dorothy*, which sank last January in 53′ of water in Buzzards Bay, has been raised and towed to New Bedford. Her owner, Hervey E. Tichon says the vessel will be restored at the Pierce & Kilburn yard.

Louisiana To Have New Freezer

LOUISIANA Quick Freezing and Cold Storage, Inc., has been formed with the following officers: Victor Guarisco, president; and John Versaggi, secretary-treasurer. A plant, equipped to produce ice, quick freeze products and provide storage capacity, will be built in Morgan City or Berwick, and construction will begin as soon as the site is decided.

The new plant is the outgrowth of the costly ice storage which has prevailed with increasing intensity in the Morgan City-Berwick-Patterson shrimp area for the past two years.

It will have a daily ice production of 100 tons, ice storage capacity of 1000 tons, and will be capable of freezing 90,000 pounds daily with a storage space for 1,000,000 pounds. The quick freezing and storage will provide a vital need and go far toward stabilizing the seafood industry in this entire area.

Capt. Elmer MacDonald, skipper of the "Anna O." which hails from New York and operates out of New Bedford. She is 61' long, and powered by a 120 hp. Fairbanks-Morse Diesel engine.

Fishery Council In Drive for "Producer" Members

IN an effort to interest all branches of the commercial fish industry in the need for post-war planning, the Fishery Council of New York is soliciting producers and shippers to become members. Posters, streamers, cook books and other literature have been sent to these groups to acquaint them with the activities of the Council. A letter which accompanies the material points out that other food industries, despite present scarcities and big demand, are aggressively publicizing their products in order to retain and increase public acceptance for the day ahead when supplies again will be plentiful. The Council further states that its objective is to keep fish consumption at its highest now and in the future, and that every factor in the industry should have an interest in achieving this goal.

Fulton Market Men Presented by the Council

Ed Johnson of Booth Fisheries Corporation, was born in 1899, in Sunrise, Minnesota. At 15, he left home for the "big city," Minneapolis, where he completed the last two years of high school and from there went on to business college. While attending business college he was offered three jobs. Booth Fisheries was his immediate choice because he "liked to go fishing" and, he figured, this was the closest thing to it. He started there as a clerk in the spring of 1918, continuing his studies in the evening. One month before World War I ended, he was called up for service. Six months later he returned to Booth, in Minneapolis, as a bill clerk. Rising step by step, he later became office manager. Ed functioned in that capacity until 1933 when he was called to New York to take over in the office of Fulton Market.

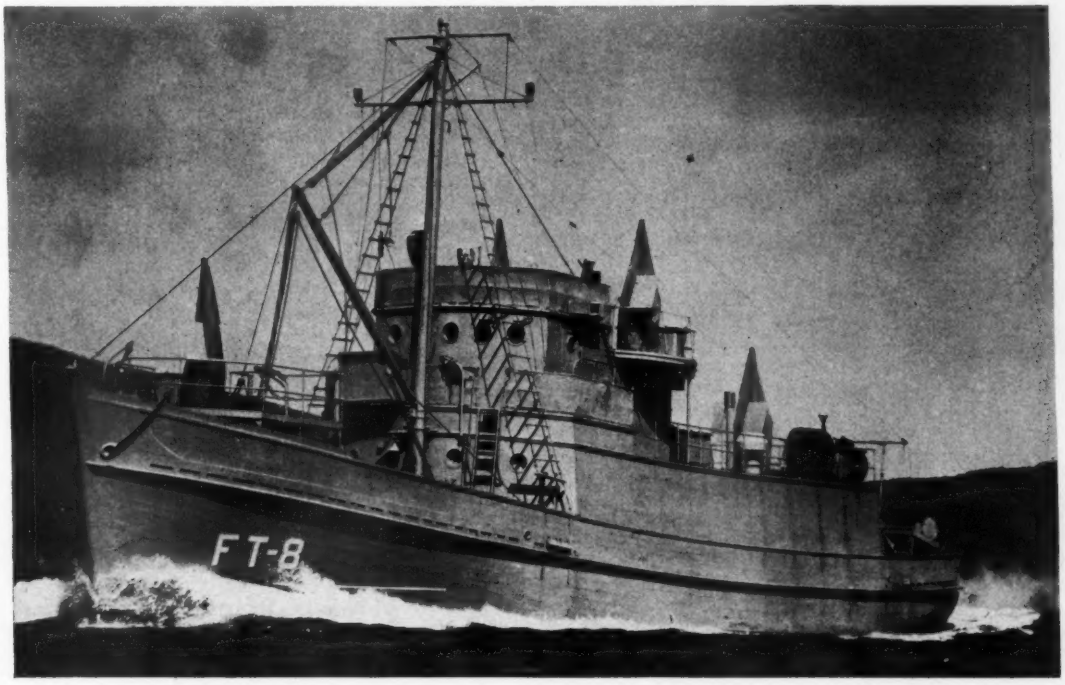
Ed is treasurer of the N. Y. Wholesale Fish Dealers Association, an office he's held for nine years, vice-chairman of the Board of Trade and one of the original founders of the Fishery Council. He says, "In time to come, I think all fish will be filleted. It's been a tremendous time-saver for the busy housewife and should be a means of absorbing much of the manpower that will be released when the war is over. If the industry will take steps now to educate the consumer to the proper preparation of seafoods, there can be no doubt that we'll have a steady, consistent demand for fish after the war is won."

Fred W. Mullan, Fred W. Mullan & Son, was born in 1868, in Felton, Delaware. When he was five, the family moved to Wilmington. At the age of 11 he went to work heating rivets. Then he got a job in a boiler shop, and later served as an apprentice machinist for five years. When the Spanish-American War broke out he decided to do his bit at the League Island Navy Yard as a full-fledged machinist. From there he transferred to the Norfolk Navy Yard, then to Newport News Shipyard, later coming back to Wilmington. Anxious to get to New York, he went there and once again landed a job as machinist. His roommate speculated on Wall Street and through him Fred "got the fever." In 1900 he started working in a broker's office. Eight years later, Fred bought himself a seat on the Stock Exchange, where he remained until World War I broke out in 1914, when the Exchange folded up for about a year. One day while home in Hillsdale, N. J. he ran across Gene Rich of the E. E. Rich Co. Gene asked Fred why he didn't give the fish business a try. So he came over to Rich as a fish salesman in 1915 and stayed with him until he died. Asked by Mrs. Rich to operate the concern with her son, Fred gladly consented. However, illness forced her son's departure and Fred was asked to take over. Calling in Bill, his son, Fred was able to carry on and from the Blackford Building at Front and Beekman Street they moved to 99 South Street, then to 105, 109 and eventually to 107—where they're holding the fort at present.

Gloucester Landings for August

(Hailing fares. Figure after name indicates number of trips.)

Alden (8)	285,000	Lucretia (1)	14,000
Alicia (5)	101,000	Malolo (5)	452,000
Alvan T. Fuller (3)	366,000	Margie & Roy (4)	40,700
America (2)	181,500	Marie & Winifred (3)	190,000
Angie & Florence (2)	67,000	Marietta & Mary (6)	585,000
Anna Guarino (5)	85,500	Marsala (3)	223,000
Annie II (4)	50,800	Mary (7)	171,500
Annie III (1)	23,000	Mary A. (3)	225,000
Antonina (7)	273,000	Mary & Julia (3)	360,000
Atlantic (3)	255,000	Mary Curtis (2)	330,000
Austin W. (5)	348,000	Mary F. Curtis (1)	150,000
Barbara C. (4)	51,000	Mary M. (3)	193,300
Balila (2)	194,000	Mary R. Mullins (4)	413,500
Beatrice & Rose (11)	248,700	Mary Rose (2)	300,000
Bethulia (9)	344,500	Mary II (1)	40,000
Bonaventure (3)	579,000	Mary W. (8)	225,000
Calista D. Morrill (6)	65,000	Mayflower (6)	132,000
Capt. Drum (11)	250,000	Meta & Margaret (3)	160,000
Carlo & Vince (5)	180,000	Mildred Silva (4)	395,000
Caroline & Mary (2)	252,100	Monhegan (2)	31,000
Caspian (1)	75,000	Muriel & Russell (1)	36,500
Catherine (11)	33,200	Nancy F. (6)	360,000
Catherine L. Brown (4)	531,000	Naomi Bruce (7)	22,500
Cayadetta (3)	48,000	Naomi Bruce II (1)	4,000
Columbia (2)	171,500	Naomi Bruce III (7)	295,000
Corinthian (3)	428,000	Natalie B. (7)	138,000
Desire (1)	20,000	Natalie III (5)	290,000
Donald & Johnnie (3)	26,000	Newcastle (3)	163,000
Doris F. Amero (4)	304,500	Njorth (7)	104,500
Edna Fae (10)	26,800	North Sea (4)	324,500
Eleanor (4)	158,000	Nyoda (1)	57,000
Elizabeth A. (4)	150,000	Old Glory (3)	269,000
Emily C. (2)	28,000	Olivia Brown (5)	508,000
Emma Marie (3)	85,000	Olympia (3)	256,000
Escort (1)	15,000	Paolina (1)	85,000
Ethel (2)	28,000	Phyllis A. (9)	28,300
Ethel S. Huff (4)	62,300	Portugal (4)	382,500
Evalina M. Goulart (2)	86,800	Poseidon (3)	38,000
Eva M. Martin (10)	142,400	Richard J. (10)	44,000
Evelyn G. Sears (4)	243,000	Richard J. Nunan (3)	303,000
Falcon (6)	125,600	Richard J. II (5)	14,100
Famiglia (4)	189,000	Robert & Edwin (5)	84,000
Four Sisters (5)	65,000	Roma (2)	17,000
Francis C. (4)	105,500	Roma II (3)	24,000
Frank F. Grinnell (7)	321,000	Rose & Lucy (8)	259,000
Frankie & Rose (9)	375,000	Rosemarie (11)	288,000
Gertrude DeCosta (4)	113,000	Rosemarie V. (1)	26,000
Gertrude E. (3)	19,500	Rosie II (2)	73,000
G. N. Soffron (3)	362,000	Rosie (1)	10,000
Golden Eagle (4)	396,000	Rosie & Gracie (4)	284,000
Gov. Al Smith (4)	426,000	Rosie C. (4)	43,900
Grace F. (2)	203,000	Ruth & Margaret (3)	387,500
Ida & Joseph II (4)	104,000	St. Ann (9)	303,000
Inca (2)	70,000	St. Joseph (4)	225,000
Irma & Virginia (3)	50,500	St. Peter (4)	325,000
Jackie B. (5)	101,000	St. Providenza (7)	132,300
Jackie B. (Maine) (3)	33,200	St. Rosalie (2)	142,000
Jackson & Arthur (7)	115,000	St. Teresa (7)	214,000
J. B. Jr. (3)	86,200	Salvatore (5)	508,000
Jennie & Julia (5)	260,000	Salvatore & Rosalie (8)	263,000
Joe D'Ambrosio (5)	99,000	Santa Maria (2)	97,000
Jorgina Silveira (2)	117,500	Santina D. (1)	82,000
Josephine & Margaret (3)	215,000	Sea Hawk (1)	100,000
Josie II (7)	86,200	Sebastiana & Figli (5)	159,000
Lady of Good Voyage (4)	439,000	Sebastiana C. (4)	310,000
Lassgehn (1)	12,000	Serafina II (6)	127,300
Leonardo (1)	20,000	Serafina N. (4)	220,000
Leonora C. (1)	90,000	Spring Chicken (2)	208,500
Linta (4)	89,000	Susie O. Carver (4)	117,000
Little Joe (5)	103,300	Three Sisters (7)	18,500
Lois T. (2)	190,000	Trimembral (4)	34,000
Lousam (5)	57,000	Uncle Guy (3)	263,100
		Wind (3)	358,000



Such fighting ships, and larger, are what we are building for Uncle Sam.

But the Army and Navy are not using our hauling out and repair facilities 100%, and we can handle commercial repair on your boat.

We are completing a major overhaul on the "Joffre" now for Capt. Simon Theriault.

CAMDEN SHIPBUILDING & MARINE RAILWAY CO.

CAMDEN, MAINE

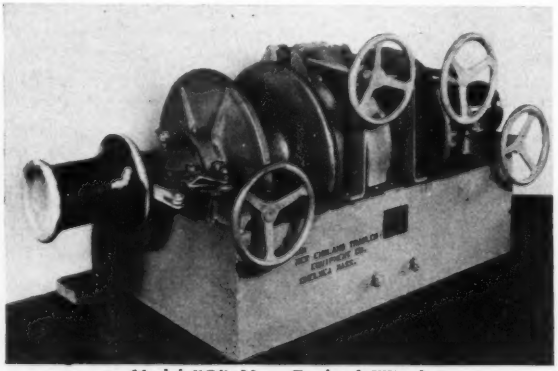
The Largest Wooden Shipbuilding Yard in New England

Fulton Market Wholesale Prices

Species	Aug. 2-7	Aug. 9-14	Aug. 16-21	Aug. 23-31
Albacore	.. ..	.05-.06	.04-.05	.03-.04
Bluefish	.12-.35	.10-.32	.22-.32	.20-.36
Bonito	.12½-.14	.10-.16	.12½-.14	.07-.14
Butterfish	.03½-.16	.05-.18	.04-.14	.04-.22
Codfish, mkt.	.11½-.12½	.07-.13	.07-.15	.10-.12½
Codfish, stk.	.13½-.16¼	.14¾-.16¼	.07¼-.16¼	.12-.16¾
Croakers	.05.-09	.06-.08½	.09-.14	.08½-.14
Flounders	.04-.11	.03-.16	.04-.11	.05-.11
Fluke	.18-.32	.20-.30	.27-.32	.16-.28
Haddock	.11-.13½	.10-.13½	.07½-.11	.09½-.14
Hake	.02-.13	.02-.13	.02½-.06½	.02-.13
Halibut	.24-.28	.26-.28	.25-.28	.25-.28
Herring	4.00-10.00	6.00-8.00	10.00-10.00	9.00-15.00
King Whiting	.03-.06	.. ..	.. ..	.. ..
Mackerel	7.25-28.00	8.00-30.00	8.00-33.00	10.00-36.00
Mullet	.27-.27	.08-.30	.18-.18	.12-.25
Pollock	.10-.12¾	.12-.13¾	.12¾-.12¾	.10-.13½
Pompano	.65-.70	.. ..	.. ..	.. ..
Salmon, Pacific	.29-.36	.28-.36	.28-.36	.29-.29
Scup	.04-.08	.03-.08	.05-.10	.03-.16
Sea Bass	.08-.20	.08-.23	.09-.22	.09-.27
Sea Trout, g'y	.04-.30	.07-.30	.09-.15	.03-.20
Silversides	.. ..	.50-1.00	.. ..	1.50-2.00
Sole, g'y	.13½-.14	.13½-.13½	.. ..	.12¼-.14
Sole, lem.	.15-.15	.15-.15	.08-.15	.13½-.15
Striped Bass	.25-.35	.35-.38	.09-.22	.25-.35
Swordfish	.. ..	.. ..	.39½-.41	.. ..
Tuna	.15-.20	.20-.22	.22-.26	.18-.22
Whiting	2.50-12.00	2.50-9.00	3.00-10.00	3.00-10.00
Yellowtails	.05-.10	.05-.11	.04-.09	.07-.10
Clams, hard	1.50-12.00	2.00-13.00	2.25-13.00	1.74-14.00
Clams, soft	4.00-4.50	3.00-4.50	4.00-5.00	4.00-5.00
Conchs	1.25-3.00	1.25-4.00	1.50-3.50	1.50-3.00
Crabmeat	.75-1.40	.75-1.40	.70-1.45	.90-1.60
Crabs, hard	2.50-4.50	1.75-4.50	2.50-4.25	2.25-4.25
Crabs, soft	1.50-3.50	1.50-3.00	1.25-3.00	1.25-2.50
Frogs Legs	1.10-1.15	1.00-1.15	1.00-1.10	.. ..
Lobsters	.30-.63	.38-.66	.30-.68	.30-.68
Mussels	1.00-1.25	1.00-1.25	.75-1.25	1.00-1.25
Scallops, sea	2.70-2.70	2.70-2.70	2.70-2.70	.. ..
Shrimp	.21-.55	.18-.58	.16-.60	.16-.65
Squid	.10-.17	.12-.15	.12½-.14	.14-.20

New England Winch for Small Boats

A NEW trawl winch for draggers between 50 and 60 feet is now in production by the New England Trawler Equipment Co., Eastern Ave., Chelsea, Mass., who have applied for patents. Designated as the Model "O", the new winch carries 300 fathoms of 7/16" wire on each drum, weighs 2790 lbs., is equipped with 2 niggerheads and has a bed frame measuring 37" x 55". It is designed for chain drive to a counter shaft under deck, with sprocket in the center of the winch. The winch base is of welded steel, while the bearings



Model "O" New England Winch

and drums are semi-steel and babbited. Thrust collars are of bronze.

One of the new model "O" winches has been installed on the 50′ dragger *Arthur D.*, owned by Captains Wilbur and Charles Olsen, Cape Elizabeth, Me., and which was recently repowered with a 110 hp. Chrysler Crown engine with 2:1 reduction gear. The winch is driven off the crankshaft with V-belt, through an automobile transmission.

Another one of the winches has been installed as an anchor windlass on the 107′ schooner *American*, which recently was converted to a freighter by General Seafoods Corp., of Boston. This installation employs a 9 hp. Fairbanks-Morse Z-type gas engine on deck, which is connected to the drum shaft through a 40:1 reduction gear, to give a winch speed of 10 rpm. On this winch 80 fathoms of 15/16″ wire are carried on each drum, for use with 800 and 1000-pound anchors.

Conn. Yard Building 60-ft. Draggers

THE *Rita*, first in a series of standardized 60′ draggers, was launched by Stamford Marine Construction Co., Stamford, on September 11. The vessel was built for Capt. Antone Roderick of Stonington, and will be equipped with a D13000, 115 hp., Caterpillar Diesel and Shipmate range. The *Rita* is reported to be the first fishing boat built in the Stamford area in 40 years. The boat has 2″ x 4″ bent white-oak frames erected on 8″ centers, 1¾″ fir planking, 1⅝″ ceiling and 3″ vertical grain fir decking. The keelson is notched for the frames.

The yard expects to launch one 60 footer every month, and the following owners are among those having boats on order, all of which will be powered with Caterpillar Diesels: Capt. Dennis Cidale, Stonington; Capt. Harry Milliken, Jr., Block Island; Big Chief Markets, New Bedford; and Captains Henry Passion, Arthur Duarte, Salvatore Vasques, Jr., and Manuel Macara, all of Provincetown.

Capt. Joseph Randazza of Gloucester has ordered a 75-footer, to be powered with a 195 hp. Superior Diesel.

Preservation of Nets

(Continued from page 10)

substituted in the same volume of water. It is recommended that the net be immersed in the near boiling solution for 12 hours. A direct-fired kettle may be used for this purpose, but a water-jacketed tank or one heated with steam coils is preferable. Where direct-fired kettles are used, a grid is recommended to prevent the net from coming into contact with the bottom of the kettle. If no further treatment is contemplated, the netting should be thoroughly dried in a shady place until ready for use. The tanning solution may be stored for subsequent treatment, but some cutch and water should be added to bring it to original strength and volume before re-use.

The gear should be treated at regular intervals to give maximum life. The frequency of treatment depends upon the conditions of use and the amount of foreign material. A few fishermen give their nets a refreshing treatment after 6 days' use, but the average is probably nearer 25 days. It is recommended that successive treatments be applied before there is noticeable fading of color. If the net is exposed to severe slime conditions, common salt should be sprinkled throughout the net at the end of each day's operations and the net be retanned at least every two weeks.

To effect a superior tanning, the freshly-tanned and drained net may be given a subsequent chrome fixing-bath. This will increase the stability of the tannin, resulting in better preservation. The bath is made up by dissolving 4 ounces of potassium dichromate (redstone) in 12 gallons of boiling water. The net should be boiled for 15 minutes then immediately given a rinse in clear water. This solution need not be saved, as a fresh solution must be prepared for each refreshing treatment.

Cleaning of Nets

There is no known preservative which will protect nets against damage from lack of cleanliness or careless storage. All gear freshly fished is more or less contaminated with fish slime and other matter which should be removed or neutralized as quickly as practical. The cleaning agents in most common use are brine, bluestone, and lime.

The immediate washing and drying of nets is often impractical in some fisheries and impossible in others, but a simple brine treatment is quite valuable. The nets may be dipped in strong brine or sprinkled with generous quantities of coarse common salt and sea water or brine poured over them. This method is generally used to preserve the purse-seine nets of the menhaden fishery.

Treatment of nets with bluestone solution is universally used and highly recommended by Pacific Coast fishermen for prolonging the life of all types of fishing gear. As stated previously, this treatment has a pronounced cleaning action in addition to being a preservative. The strength of the solution depends upon the preference of the individual fisherman and his judgment as to the amount of slime and sediment on the gear. Generally, 25 to 40 pounds of bluestone (copper sulphate) is dissolved in about 200 gallons of water. Exact proportions are seldom used, the strength being determined by the color of the solution. The most common procedure is to place the bluestone in a burlap sack and work it through water in a suitable small boat or tank. Fifty or a hundred pounds of salt may also be added, but this is not considered necessary by most fishermen. The solution may be poured over the net or the net immersed in it, but there is evidence that better cleaning and preservation results by submerging the net. Large nets, such as seines, are dipped a portion at a time by letting them into and pulling them out of the boat (skiff) or tank. It is recommended that the net be washed or used within 36 hours after such dipping. The bluestone treatment should be applied at least every two weeks and, if slime conditions are severe, the nets should be "salted" at the conclusion of each day's operation. Nets which receive these additional bluestone and salt treatments will last 3 to 4 seasons in the salmon, and 2 to 3 seasons in the herring and pilchard fisheries.

Lime water is used extensively by gill-netters in the Great Lakes, and to some extent by New England gill-net fishermen to clean their nets. Lime water is easily prepared by keeping

a few inches of slacked lime in a barrel or tank, adding as much water as possible, and stirring thoroughly. After the milky color disappears, the clear solution is ready for use. Immediately after removing the fish, lime water is poured over the nets which are then rinsed with clear water. Two pails of lime water are adequate for a small gill net.

Storage of Nets

Improper storage of nets invariably results in considerable damage to gear and consequent loss to the owner. Nets washed immediately after use and dried in the shade keep their strength remarkably well. While exposure to sunlight for several hours acts as a strong deterrent to destructive bacteria, prolonged exposure is quite injurious. Tests also show that industrial gases containing sulphurous fumes may cause serious damage to wet linen, with cotton nettings affected to a lesser extent. A wet net piled up under a tight cover may be quickly ruined by bacteria and mildew.

Nets should be stored loosely suspended in a well-ventilated shelter with free circulation of air. If it is necessary to heap the nets, liberal quantities of salt should be used between the layers of twine.

The necessity for longer life from fish nets cannot be overemphasized.

Kelvin-White Wins New Award

THE Kelvin & Wilfrid O. White Company, Boston and New York, manufacturers of navigational equipment, have recently been awarded by the Maritime Commission a Gold Star to be added to their Maritime "M" Pennant.

Wilfrid O. White, president of the Kelvin-White Company, began manufacturing and selling compasses, binnacles, and other navigational equipment in 1900. The volume of business has constantly increased. Today, production has been converted 100 per cent to the armed forces. George B. Doane, treasurer, is in charge of production.

Mussel Production

(Continued from page 12)

Our examination of the gonads of mussels collected at bi-weekly intervals throughout a period of two years showed very definitely that spawning of the mussels of North Atlantic waters occurs when the temperature of the surrounding water is approaching 60.0°F. This usually takes place in late April, in May or early June, depending on localities. There was no evidence whatsoever that so-called Winter spawning of mussels exists. On the basis of our observations it can be recommended that the mussels should be utilized during the period of 6 or 8 months which precede the beginning of mussel spawning.

Another disadvantage of gathering and selling mussels in the Summer time is that it will be necessary to expose the animals to a comparatively high air temperature for considerable periods of time. This is usually followed by a significant loss in weight and high mortality of the mussels. To obtain more accurate information regarding this matter a series of experiments was carried on during the past Winter. The chief purpose of these studies was to determine the loss in weight and mortality of sea mussels kept in storage at different temperatures. Common edible mussels, *Mytilus edulis*, approximately 2½ years old and measuring from 2¾ to 3 inches in length, were used in the experiments. The results of the experiment indicated that within the range of 30.0 to 70.0°F. the loss in weight and mortality of mussels increased with the increase in temperature.

The experiments showed very clearly that it is most advantageous to handle and ship mussels at air temperatures ranging from 30.0 to 40.0°F.

One of the outstanding characteristics of mussel beds is that they are very unstable. It is a well known fact that very often the population of large mussel beds may disappear within a brief period of time. We have observed a number of such phenomena taking place in various parts of Long Island Sound. This is especially true of the beds that are exposed at low water stages. Such beds are very often destroyed by heavy ice, or the mussels are Winter-killed. Deep water beds also suffer a similar fate by being destroyed during heavy storms when the wave action is strong enough to tear the mussels from the bed and carry them ashore where they perish.

As is the case with all commercial shellfish, mussels have their enemies too. In Connecticut and New York waters starfish destroy an exceedingly large number of mussels, whereas in Maine sea urchins also contribute to the mortality of these mollusks.

In general, however, mussels are hardy animals. Our experiments conducted during the past year indicated that if mussels are protected from their enemies and the elements, the mortality rate among them is relatively low.

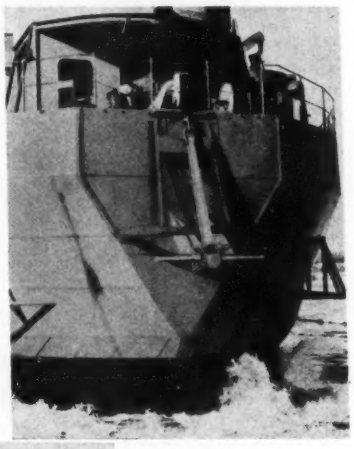
If the mussel fishery is to be maintained on a comparatively large scale and if the depletion of commercial beds should be avoided, protective steps should be taken at the earliest possible time. Several such measures which can be applicable to all mussel-producing districts may be suggested. It is thought that setting aside certain areas to serve as spawning beds should be practiced. In places where some of the beds have a considerable number of mussels possessing pearls, such beds should be set aside for spawning purposes. It should also be advocated that, whenever practicable, culling of mussels should be conducted on the beds, and all undersized animals should be thrown back to propagate and grow. Developing various devices for the collection of mussel set may also be profitably practiced in many localities.

It is thought that for the protection of mussel beds a closed season should be established in each area where mussels are obtained for commercial purposes. We think that such closed seasons should begin soon after the mussels commence to discharge their spawn and continue until the end of the setting season. The establishment of the closed season is desirable because, if mussel beds are left undisturbed during the setting period, the young mussels will have a better opportunity to survive and to grow to marketable size. Work on the beds, especially on those exposed at low water stages, will undoubtedly result in the destruction of a very large number of tender young mussels.

Story of Danforth Anchors

THE designer and manufacturer of the Danforth Anchor is Richard S. Danforth, an engineer, who grew up on boats in his native State of Maine. As a youngster Danforth knew fishermen well and the Danforth Anchor is designed to take care of their tough needs.

According to the manufacturer, the Danforth has the greatest holding ability of any anchor ever designed. This statement is supported by tests made by the U. S. Navy, the Bureau of Aeronautics, Pan American Airways and other independent authorities. The high holding power makes it practical to use smaller sizes which are easier to handle than heavy old-fashioned anchors. There are no stocks or hinges to unfold. The Danforth sets immediately and buries itself completely with no parts projecting above ground to foul nets or lines.



New 328 ft. ocean going LSTs (Landing Ship —Tanks) are equipped with a 3000 lb. Danforth astern which prevents broaching to as the vessel runs aground through the surf. The Danforth is also used to get these vessels back off the beach. A ship this size would require a 5000 lb. stockless for routine anchoring; the "little" 3000 lb. Danforth has the holding power to do the difficult job astern.

Tens of thousands of Danforth Anchors are used by the Navy, Army and Coast Guard on more than 60 types of air and surface craft in sizes from 17 lbs. to 11,000 lbs. The regular procedure of the Navy is to use Danforth Anchors of one-half the weight called for in kedge or stockless anchors (30 lb. Danforths are used in place of 60 lbs. kedges, etc.) This is conservative in view of test data and the experience of users. For example, fishermen have successfully replaced 250 lb. kedges with 60 lb. Danforths.

Many fishermen, who need anchors and want to try the Danforth, have been unable to secure these anchors due to the fact that practically the entire output has been going to the armed services. Production has been stepped up many times to meet this demand and seventeen foundries are turning out castings and five assembly plants are busy trying to keep up with orders. However, the delivery situation is now so greatly improved that the Danforth is available in most sizes for fishing boats and other craft entitled to priority.

A free folder containing additional information about the Danforth is available. It contains a section entitled "Hints on Anchoring" and a list of sizes recommended. Fishermen interested in securing one of these folders should write to R. S. Danforth, 2121 Allston Way, Berkeley 4, California.

Vineyard Apprehensive Over Ceiling Price in Winter

By J. C. Allen

WITH the month of August faded away in the wake, it is time to start the seasonable check-up on the luck and it is pleasant to announce that, for the most part, things afloat in these latitudes have been up to normal or better. Fish have been plentiful in most of the regular bearing all through the Summer, including August. There have been spots that were bare, and there have been streaky days and weeks, but the heft of the gang that goes down to the sea in the cockpits of lobstermen and the wheelhouses of draggers will agree, we believe, that things haven't been bad.

Boat-Fishing Good

The fluke, which has been a valuable fish for some years, is becoming much scarcer in all waters cruised by the Vineyard fleet. It is not apparent, from market reports elsewhere, that any great supply is to be found in other bearings. There is also a decline in the supply of blackback flounders, which may or may not be temporary; time only will tell about this. But, in general, the boat-fishing has been mighty good.

Weather Too Hot

The traps have not had a good season. August has been particularly poor for these lads, and it is our guess, and understand it is only a guess, that the weather has been chiefly responsible. Such ungodly heat for lengthy periods of time has not often been known in these bearings. That heat affects many varieties of fish is a well-known fact, and we believe that this is the principal answer. Too, the same hot weather, with huge masses of bait, have brought the bonito back in such numbers as have not been known in 40 years. They have schooled clean to the potato rows, alongshore, and right on their tails have come the porpoises, dancing around among the boats in the harbors, and chasing the pigs into the woods.

Best Fishing on the Ledges

Nobody can expect good fishing alongshore when such conditions exist, and the best fishing was on the ledges, where the handliners went, either for business or pleasure, according to choice. The bonito weren't gallied at all, and neither were the striped bass, but neither of these fish were taken in large quantities for obvious reasons. The bass are partially protected by law, and the bonito can't be successfully seined or hooked, being a temperamental fish. The traps did land a few hauls that were more or less respectable in size.

Lobstering Ahead

Lobstering, taking it full and by, was ahead of last year, barring a local set-back or two. The school moved fast during the hot weather, but more showed up shortly after. Then, the pots got wormy and covered unusually heavy with bottom growth, and had to be hauled out and dried. Nevertheless, the majority of the lobstermen, fishing the entire area, hail a better season than that of a year ago.

Dissatisfaction Over Ceiling

As we check up this log, the fleet is still moving, but there is plenty of dissatisfaction still over the price ceiling.

It is not so much, as we view it, that there is difficulty just at this time, although there is some, of course. No boats can afford to fish for lemon sole, for example, because the trips are long and the gear is used up fast. With the ceiling price so low, a man and his vessel couldn't help but go in the hole if he followed these fish exclusively, as some of them did.

But it is the thought of Winter that bothers our small-vessel skippers and owners. Limited as to the amount of fish that he can take, by reason of the size of his vessel or other reasons, the fisherman, as we know him, sees no way that he can maintain himself in Winter, with any kind of a price ceiling restricting him.

It was the gamble of hitting the market when it was high that really started Winter fishing in small boats, and to a great extent, in the larger ones. Without this opportunity to boost his average weekly or monthly income, Winter fishing in small boats, and under normal weather conditions, must be a losing game.

New Bedford Landings for August

(Hailing fares. Figure after name indicates number of trips.)

Addie Mae (6)	119,000	Heedja (2)	12,500
Alice & Jennie (1)	21,000	Hilda (5)	52,000
Alice J. Hathaway (2)	102,000	Hope (3)	81,000
Alice May (1)	12,000	Huntington Sanford (4)	106,000
Alma Bell (3)	58,000	Idlewild II (1)	10,000
Alva (1)	20,000	Intrepid (1)	11,500
Anastasia E. (3)	68,000	Irene & Walter (1)	13,000
Angeline (2)	19,000	Ivanhoe (3)	104,500
Anna (5)	87,000	J. Henry Smith (4)	40,500
Anna (Bl. Island) (1)	10,000	Joan & Ursula (3)	121,200
Anna M. (3)	90,000	John W. Brown (1)	1,300
Ann & Marie (3)	53,000	Kalverson (1)	22,000
Anna O. (4)	422,000	Kelbarsam (1)	35,000
Annie L. (3)	25,000	Liberty (5)	74,000
Annie L. Jackson (3)	78,000	Lillian B. (1)	6,500
Annie Louise (1)	14,000	Lindy (2)	37,000
Annie M. (2)	55,000	Little David (1)	16,500
Annie M. Jackson (1)	32,000	Little Growler (3)	181,000
A. P. Andrew (1)	140,000	Madeline (5)	62,700
Barbara (3)	82,000	Marie & Eleanor (2)	300,000
Barbara Tee (3)	50,000	Marie & Katherine (4)	101,500
Bernice (3)	30,000	Marquette (2)	28,800
Bessie (5)	59,000	Martha E. Murley (3)	88,000
Bethlehem (3)	39,000	Mary Ellen (1)	9,000
Bozo (4)	57,000	Mary Grace (2)	112,300
Capt. Nathaniel D. Palmer (2)	40,000	Mary J. Landry (4)	91,500
Carib (3)	31,000	Mary Tapper (1)	57,000
Carid (1)	14,000	Mayflower (1)	26,000
Carl J. (1)	76,000	Mildred T. (2)	17,000
Catherine & Mary (2)	64,000	Millie (1)	16,000
Charles E. Beckman (4)	74,000	Minnie V. (4)	74,000
Chas. M. Fauci II (1)	12,000	Mishaum (5)	56,500
Clara T. (3)	28,000	Morning Star (1)	6,000
Clinton (4)	78,000	Nashawena (4)	64,000
Connie S. (2)	47,000	Nellie (1)	16,000
Dolly & David (3)	31,000	New Dawn (1)	150,000
Doris (2)	36,000	Nobadeer (5)	81,500
Dorothy (4)	48,000	Palmers Island (3)	30,500
Driftwood (3)	45,000	Patsy (1)	15,000
Ebeneezer (2)	48,000	Penguin (3)	110,000
E-C (3)	29,500	Priscilla (2)	12,200
Edith (4)	72,000	Ramona (1)	150,000
Edna L. (1)	12,000	Reliance (1)	13,000
Eleanor K. (2)	32,000	Rose Jarvis (4)	54,000
Eleanor May (1)	19,000	Roswell P. (2)	9,500
Elmardo (2)	16,000	Russel S. (2)	46,000
Elva (4)	63,000	St. George (3)	18,000
Elva & Estelle (2)	77,000	Sankaty Head (3)	87,000
Emily C. (1)	9,000	Santina (2)	21,000
Emily H. (2)	150,700	Sea Ranger (1)	30,500
Emma Marie (1)	10,000	Serafina (2)	13,000
Eunice Lilian (1)	50,000	Serafina II (3)	54,000
Father and Son (1)	10,000	Shannon (1)	9,000
Fred Henry (3)	52,000	Skilligolee (2)	121,000
Gay Head (1)	70,000	Southern Cross (4)	60,500
Genevieve D. (2)	24,000	Sun Ray (1)	1,500
Geraldine (1)	16,000	Theresa (1)	11,000
Gloria (2)	40,000	Trio (3)	73,000
Grayling (4)	50,000	Two Brothers (6)	85,000
Growler (4)	260,500	Wildwood (1)	23,000
Harold (2)	17,500	William Chesebro (3)	49,000
Hazel Jackson (4)	84,000	Winifred M. (4)	62,000
Hazel S. (4)	78,500		

Scallop Draggers (Landings in Gallons)

Acushnet (2)	260,000	Malvina B. (1)	150,000
Agda (3)	450,000	Mary E. D'Eon (2)	300,000
Alpar (2)	300,000	New Dawn (1)	150,000
Antonio (3)	440,000	Olive Williams (2)	300,000
A. P. Andrew (1)	150,000	Palestine (2)	300,000
Christina J. (3)	450,000	Ramona (1)	150,000
Emily H. (1)	150,000	Rosalie F. (2)	300,000
F. J. Manta (1)	150,000	Shannon (1)	150,000
Four Sisters (1)	150,000	Venture (1)	90,000
Gay Head (1)	150,000	Viking (2)	285,000
Irene & Mabel (1)	150,000	Virginia & Joan (2)	300,000
Liboria C. (1)	150,000	Winifred Martin (2)	190,000
Louis Thebaud (2)	300,000		

New Brunswick Sees Good Post-War Demand

By C. A. Dixon

ALTHOUGH supplies of sardine herring in the latter part of August and the first of September were not as plentiful as in preceding weeks, the weirmen of Southern New Brunswick continue to reap a harvest from the sea. With fish in keen demand and prices not as low as in years gone by, fishermen can count on doing well if the silvery little sardines take a notion to swim into the weirs. Both the Canadian and American canneries are being operated as near to full capacity as possible. Boatmen, too, have had a good year as have factory workers, of course, and as Fall approaches there are indications that fish will be available, although perhaps not in all fishing localities. In Eastern Maine and Southern New Brunswick there exists no cause for pessimism in regard to the future, either, for it is felt that prosperity in the fish canning business will continue after the war and perhaps on a greater scale than heretofore. In a substantial measure wartime demand has resulted in a lot of free valuable advertising for canned fish, and it will not be surprising if difficulty is experienced in filling orders for sardines and other fish products for a long time to come. Post-war requirements will have the effect of further increasing production with expansion of fish curing plants and canneries along the Atlantic coast.

Gill Netting

At Grand Manan autumn gill netters continued to harvest a goodly quantity of net herring at prices that averaged $4 a barrel from first hands. The bulk of the herring was sold to canneries at Black's Harbour, N. B., and at Eastport and Lubec in Maine. A correspondent from Grand Manan stated recently that "the weirmen swear and declare that their business is being ruined by the Winter seining of sardines and the netting of spawn herring and milt herring. Their argument is seemingly borne out with a vengeance as the catch of weir herring in the old established districts such as Seal Cove, White Head, Grand Harbour and Woodward's Cove has been practically nil, and the new weirs in places heretofore considered too remote or too exposed have had only small lots during the season that is now getting well advanced. The stock of smoked herring prepared for the boneing trade is being depleted and unless a catch of mediums suitable for marketing in this form is forthcoming in the immediate future another Winter of slack employment is in the offing."

Handlining and Trawling

Fishermen of the Quoddy area in Charlotte County have been doing pretty well handlining and trawling. With the price on haddock and cod stabilized at 5 cents a pound for haddock and a little less for cod, money can be made whenever the dogfish pests are avoided and a fairly good run of groundfish is encountered. Catches have been spotty but taken all around there is little to complain about in any branch of fishing. Quoddy pollock fishermen have been doing well all Summer, although fish have not been plentiful. The enhanced prices paid for this variety makes it possible for men to earn a lot of money compared to other seasons, and quite impossible not to realize a good day's pay even if the day's fishing should be deemed a failure in respect to numbers. Harry Jackson, senior partner of Jackson Bros. of Wilson's Beach, recently stated that he was paying local fishermen 35 cents each for pollock landed at his wharf. Earlier in the season they were still higher in price, but at the 35 cent figure fishermen are enabled to make a lot of money most any day compared to other days gone by when fish were sold by the thousands at this time of year for a nickel apiece or less.

Lobster Prices High

The big lobster pounds at Woodward's Cove and White Head, Grand Manan, where a quarter of a million pounds of lobsters were held until late in August, have been cleaned out and shipped to New England dealers. High prices were received for the crustaceans. The catch was good at Grand Manan, and lobster fishermen are looking forward to the Fall season as one of promise.

Guerasimoff, Buda Chief Engineer

C. N. GUERASIMOFF, formerly assistant chief engineer, has been appointed by H. G. Smith, executive engineer, to position of chief engineer of the Engine Division of The Buda Company, Harvey, Ill.

Mr. Guerasimoff has been with The Buda Company for the past 9 years during which time he has served as mathematician, engineer on stress analysis, and design engineer on gasoline and Diesel engines. From 1939 to 1940, he was in charge of the development and testing of Diesel engines. In August 1941, he was appointed assistant chief engineer in charge of the Radial Diesel Engine Division.

Three Interesting Stories

OF particular interest to all fishermen are three stories reprinted from recent issues of *Pacific Motor Boat*, and presented in booklet form by Atlas Imperial Diesel Engine Company. These gripping dramas give one a clear picture of some of the tough assignments which have been handed out to Pacific Coast fishing craft that have been requisitioned by the Army and Navy, and others still in the commercial fisheries. These stories portray the sterling performance of our auxiliary craft and the able seamanship of our experienced commercial fishermen. The stories are entertaining and inspiring, and incidentally give a vivid picture of the part Atlas Diesels are playing in the war of the Pacific.

Brown, Hallicrafters Advg. Mgr.

E. G. BROWN is Hallicrafters' new advertising manager. Mr. Brown was with Montgomery-Ward for nearly 15 years as Division Sales Manager. Prior to that he was with McGraw Electric for 8 years, handling advertising and sales promotion. He was with that firm when radio broadcasting started and sold some of the first equipment to harness the ether. One of his major duties at Hallicrafters will concern post-war business—the advertising and selling of radios and radio equipment.

Cast Crankshafts by Cooper-Bessemer

THE technical progress being made in American industry under the stresses of wartime production is strikingly demonstrated by The Cooper-Bessemer Corporation in replacing engine crankshafts of forged steel with cast Meehanite crankshafts. Some of the benefits to be realized from their progressive efforts foretell unprecedented savings in critical steel and in the conservation of time and skilled labor.

A comparison of the methods and materials used to produce heavy-duty engine crankshafts brought out the unusual savings possibilities that can be effected in modern casting procedures over convential methods. In a type LS Cooper-Bessemer 8 cylinder marine Diesel engine, for example, the steel ingot from which the crankshaft is block-forged weighs 36,000 pounds, but the completed shaft weighs only 12,000 pounds.

In this instance which illustrates a typical comparison between foundry castings and block forging, two thirds of the original weight of metal, or 24,000 pounds of critical steel, must be removed by various machining operations. Not only are the savings in steel of particular significance, but the elimination of costly sawing, chipping, drilling, turning and boring saves many man hours.

The increasing difficulties in obtaining crankshaft billet steel, and the already over-burdened condition of available forging facilities have forced engine builders to recognize the advancements made in foundry techniques and practices. Cooper-Bessemer metallurgists and engineers were among the first in this group to intensify their exploration of the possibilities of cast crankshafts for their large lines of Diesel and gas engines.

According to L. F. Williams, Cooper-Bessemer executive who has devoted considerable time to promoting experimental activities of the company, a series of exhaustive laboratory and running tests were conducted which proved that cast crankshafts could not only be produced successfully but that they were also eminently practical for many engine designs.

Boston Landings for August

(Hailing fares. Figure after name indicates number of trips.)

Acme (4)	95,300	Lillian & Anna S. (4)	109,100
Adventure (1)	134,000	Linta (6)	250,500
Alden (3)	159,000	Maine (3)	310,000
Alphonso (6)	116,200	Maria del Sacorso (6)	113,800
Angie & Florence (2)	50,000	Maristella (3)	293,700
Annie (6)	164,500	Marjorie Parker (2)	114,300
Annie & Josie (4)	80,200	Mary & Jennie (5)	124,200
Antonina (2)	58,000	Mary W. (2)	129,000
Bethulia (2)	78,000	Natalie III (1)	62,000
Bettina (3)	256,300	Neptune (3)	315,600
Billow (3)	504,000	Newton (2)	262,100
Blow (1)	140,700	Plymouth (3)	369,500
Boston (1)	88,000	Princess (4)	102,900
Breaker (3)	355,000	Providenza (4)	33,600
Breeze (3)	387,000	P. T. (1)	4,200
Brookline (4)	529,600	Quincy (4)	468,900
Cambridge (2)	325,300	R. Eugene Ashley (3)	128,000
Capt. Drum (1)	22,000	Roma (6)	152,300
Carlo & Vince (2)	115,000	Roma II (1)	22,000
Clarence B. Mitchell (4)	95,100	Rose & Lucy (2)	107,000
Cormorant (3)	390,600	Rosemarie (3)	163,000
Dorchester (3)	312,300	Rosie (4)	81,500
Eddie & Lulu M. (2)	56,200	Rosie II (2)	42,000
Elizabeth A. (1)	25,000	St. Ann (1)	72,000
Elsie (1)	14,100	St. Anna (1)	4,700
Fabia (4)	607,900	St. Michael Angelo (2)	1,000
Fannie F. Hickey (6)	199,100	St. Teresa (2)	57,000
Flow (4)	413,400	Salvator (6)	75,000
Frances C. Denehy (1)	81,600	San Antonio (2)	1,400
Geraldine & Phyllis (4)	202,000	San Calogero (5)	158,700
Gertrude Parker (3)	160,000	Santa Maria (1)	46,000
Gossoon (3)	245,200	Santina D. (1)	20,700
Jackie B. (2)	54,000	Sarah M. (5)	26,900
J. B. Junior II (6)	153,500	Sebastiana & Figli (1)	6,800
Jennie & Julia (1)	42,000	Serafina II (3)	114,000
Joe D'Ambrosio (1)	18,900	Shamrock (1)	114,000
Josephine & Mary (2)	69,500	Spray (3)	301,300
Josie M. (6)	149,700	The Friars (3)	98,500
Lark (5)	549,000	Thomas Whalen (2)	248,600
Lassgehn (3)	44,400	Two Pals (1)	800
Leonardo (2)	40,700	Wm. J. O'Brien (4)	624,700
Lillian & Anna (1)	22,900	Winthrop (3)	372,500

New F-M Diesel Booklet

A NEW publication just off the press is entitled "Fairbanks-Morse Diesels for Profitable Power." This booklet includes a brief history of the Company's background, together with particulars on design, manufacture and service facilities applicable to the entire commercial line of marine and stationary Fairbanks-Morse Diesels.

The booklet is available to those who have a power problem, and will be sent on request, by Fairbanks, Morse & Co., 600 So. Michigan Ave., Chicago 5, Ill., or any of their branches.

New Screw for Boat Building

THE Wil-Son Manufacturing Corporation, 152-156 West Erie Street, Chicago, Illinois, has brought out a No-Slip screw especially for the marine industry, to be used for boat building as well as for maintenance and repair.

This patented screw is said to be unique in that it has two separate threads of different pitches. It is designed to hold two pieces of wood together in such a manner that no counter sinking is required. A tremendous amount of pulling together power is exerted without the operator having to apply excessive energy as the difference in pitch between the two threads will pull and permanently hold the material together. The head can be sealed over easily either to prevent rust or for other finishing purposes. Further information is available on request.

Liquid Plastic Coating

AN additional development in thermoplastic coatings just announced is the compound called Amercoat No. 33, for application on metal, concrete or wood. This product is a liquid plastic which is cold-applied by conventional spray or brush methods. It may be applied in any number of coats required for any particular condition or use.

Amercoat No. 33 is a combination of inert synthetic resins, and is the result of two years' development and test both in the laboratory and in the field, in such applications as: lining for storage tanks and other equipment to protect foods from contamination by corrosion; for super-structures, deck machinery, ventilators and other marine equipment.

Full details are contained in a new bulletin just issued by American Pipe & Construction Co., P. O. Box 3428, Terminal Annex, Los Angeles, Calif.

Marine Bargains

Diesel Engines—pair Superiors M.R.A. 100 hp., 3 to 1 reduction gears, rebuilt, with propeller outfits. New 1939. 150 hp. C.O. 3 cylinder rebuilt, propeller outfits and auxiliary. 1 pair Wintons 450 hp. air inj., many auxiliaries, good condition. Fairbanks Morse 30 hp. Model A 4½ rebuilt, with propeller outfit. 60 hp. Model B Hill-Diesel with reduction gear, electric starting, rebuilt. 80 hp. Atlas, four cylinder, with clutch and propeller outfit, rebuilt—also many others. Gas engines 10 hp. and up. Work boats, fish boats, etc. Prices reasonable. Ritchie Compass, 9" card, good as new, $30. Write us as to your requirements. Knox Marine Exchange, Camden, Maine.

FOR SALE

Diesel powered beam trawler, now in commission, 55 gross tons. Ice 65,000 lbs. fish. Buda powered 165 hp. with reduction gear. Engine and all equipment new Fall 1942. Hull rebuilt 1942. 71′ x 17′ x 7′, speed 10 knots—good accommodations. Now delivering (average) 60,000 lbs. fish per trip. Write Box 2, c/o Atlantic Fisherman, Goffstown, N. H.

DRAGGER FOR SALE

32′ fully equipped, sturdily-built, 2 years old, 2 almost new nets, 64 hp. Lathrop, sleeps 4. Now at Guilford, Conn. $2950. E. Swisshelm, 5101 39th Ave., Apt. L 64, Long Island City 4, New York.

WORK BOAT FOR SALE

A good work boat, with Diesel engine, 52′ long, by 15′ beam. Would also make a good dragger. Apply to Harry Peterson, 20 Grant Avenue, Sea Bright, New Jersey.

DRAGGER WANTED

Boat wanted suitable for dragging; also gear, winch, cable, etc. Maritime Service Co., 13 E. Main St., Webster, Mass.

Index to Advertisers